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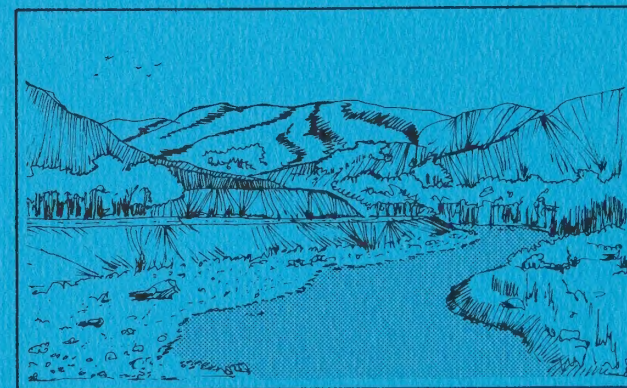
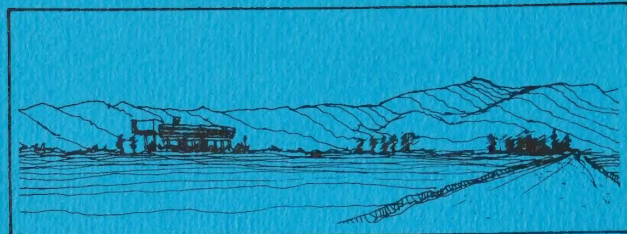
San Joaquin Highway and route element fremont general plan

no app

INSTITUTE OF GOVERNMENTAL

JUN 11 1976

UNIVERSITY OF CALIFORNIA



Front cover sketches from top to bottom: City Government Center and Mission Peak, as seen from Paseo Padre Parkway and Walnut Avenue; The Quarries and Mission Peak, as seen from the future extension of Route 238; Central Park and Lake Elizabeth, as seen from Paseo Padre Parkway; Niles Canyon and Alameda Creek, as seen from Mission Boulevard; Coyote Hills, as seen from the western City boundary on Dumbarton Bridge; Mission San Jose, as seen from Mission Boulevard. Aerial photo at the bottom of this page taken from above the mouth of Alameda Creek looking east.



scenic highway and route element

fremont
general
plan

community
development
department

january 1975

city of fremont

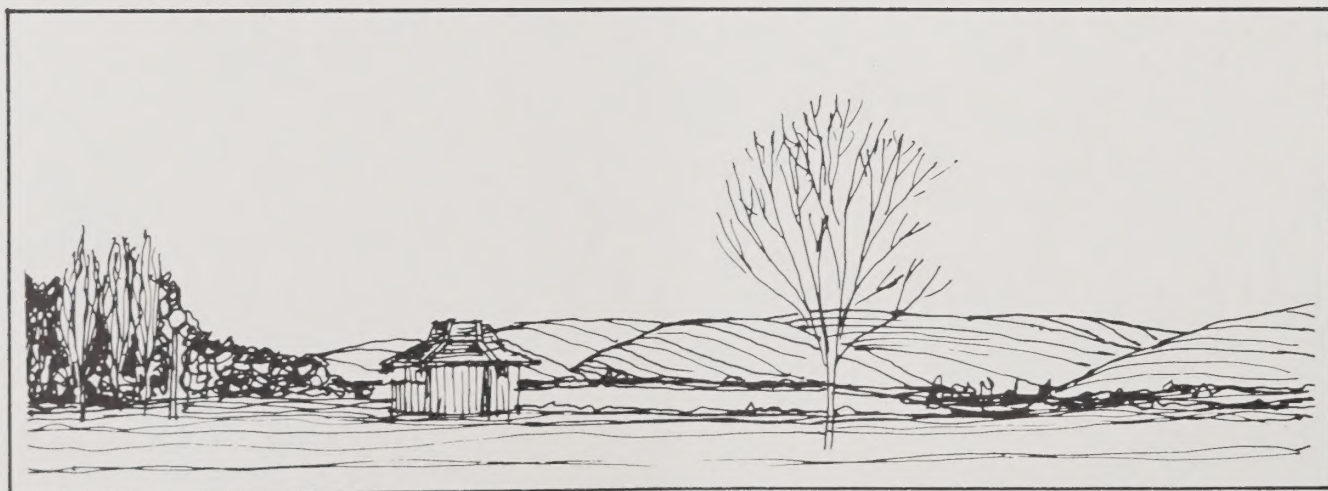
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Highways Expressways Fremont
City planning "

All maps and exhibits which accompany the textual materials of the Scenic Highway and Route Element in the Fremont General Plan are intended to illustrate the concepts and proposals of the element, and should be used for general planning purposes only. Precise planning data must be used to supplement this information at the time of plan implementation.

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Central Park and Lake Elizabeth, as seen from Paseo Padre Parkway.

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planning commission resolution

RESOLUTION NO. 1999

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF FREMONT RECOMMENDING TO THE CITY COUNCIL OF THE CITY OF FREMONT A PROPOSED AMENDMENT TO THE GENERAL PLAN BY THE ADOPTION OF THE SCENIC HIGHWAY ELEMENT THEREOF AND BY AMENDMENT OF THE GENERAL PLAN POLICY TEXT TO DESCRIBE ROUTES TO BE DESIGNATED AS SCENIC AND TO PRESENT OBJECTIVES, PRINCIPLES, AND AN ACTION PROGRAM.

WHEREAS, Section 65302(h) of the Government Code requires that each city adopt a scenic highway element for the development, establishment, and protection of scenic highways; and

WHEREAS, there has been prepared for consideration and has been considered by this Commission a proposal to amend the General Plan of the City of Fremont by the adoption of a scenic highway and route element, and by the amendment of the General Plan Policy Text to add a new Section III.G ("Scenic Highways"); and

WHEREAS this Planning Commission did after due and proper notice published, hold a public hearing on December 19, 1974 on said proposed amendment to the General Plan, as required by law;

NOW THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of Fremont does hereby approve the proposal to amend the General Plan (1) by the adoption of the Scenic Highway and Route Element, as set forth in Exhibit "A" attached hereto and made a part hereof; (2) by the amendment of the General Plan Policy Text to add a new Section III.G thereto, with a heading of "Scenic Highways", and consisting of Routes to be Designated as "Scenic", Objectives, Principles, and Action Program, as shown on pages 2 and 3 of said Exhibit "A", and hereby recommends to the City Council the adoption of said proposal.

BE IT FURTHER RESOLVED, that the Chairman and the Secretary of this Planning Commission are hereby authorized and directed to endorse said amendment to show that it has been approved by this Planning Commission; the secretary shall thereupon forthwith transmit a copy of this resolution to the City Council of the City of Fremont.

ADOPTED December 19, 1974, by the Planning Commission of the City of Fremont, by the following vote, to wit:

AYES: Commissioners Galvez, Helm, Holmes, Rusmisl, Tissol, Vollbrecht, Bertuleit

NOES: None

ABSENT: None

Henny Bertuleit
Chairman

ATTEST:

Robert C. ...
Secretary

APPROVED AS TO FORM:

Theodore P. ...
Assistant City Attorney

city council resolution

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FREMONT AMENDING THE GENERAL PLAN OF THE CITY OF FREMONT BY ADOPTION OF THE SCENIC HIGHWAY ELEMENT THEREOF AND BY AMENDMENT OF THE GENERAL PLAN POLICY TEXT TO DESCRIBE ROUTES TO BE DESIGNATED AS SCENIC AND TO PRESENT OBJECTIVES, PRINCIPLES, AND AN ACTION PROGRAM.

WHEREAS, Section 65302(h) of the Government Code requires that each city adopt a scenic highway element for the development, establishment, and protection of scenic highways; and

WHEREAS, there has been prepared a proposal to amend the General Plan of the City of Fremont by the adoption of a scenic highway and route element, and by the amendment of the General Plan Policy Text to add a new Section III.G ("Scenic Highways"); and

WHEREAS, the Planning Commission did after due and proper notice, hold a public hearing on December 19, 1974, on said proposed amendment to the General Plan and did recommend the adoption of said proposed amendment to this City Council; and

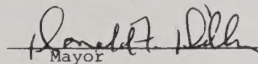
WHEREAS, this City Council has, after due and proper notice published, held a public hearing on January 21, 1975 on said proposed amendment to the General Plan, as required by law;

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Fremont does hereby adopt said proposal, to wit: that the General Plan of the City of Fremont be amended (1) by the adoption of the Scenic Highway and Route Element, as set forth in Exhibit "A" attached hereto and made a part hereof; (3) by the amendment of the General Plan Policy Text to add a new Section III.G thereto, with a heading of "Scenic Highways", and consisting of Routes to be Designated as "Scenic", Objectives, Principles, and Action Program, as shown on pages 2 and 3 of said Exhibit "A".

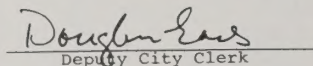
BE IT FURTHER RESOLVED, that the Mayor and the City Clerk of the City of Fremont are hereby authorized and directed to endorse the amendment to the General Plan to show that it has been adopted by this legislative body, and the City Council is hereby authorized and directed to submit copies thereof to the State of California.

ADOPTED January 21, 1975 by the City Council of the City of Fremont, by the following vote, to wit:

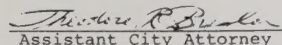
AYES: Councilmen Lampert, Mezzetti, Rhodes, Steel, Dillon
NOES: None
ABSENT: None


Mayor

ATTEST:


Deputy City Clerk

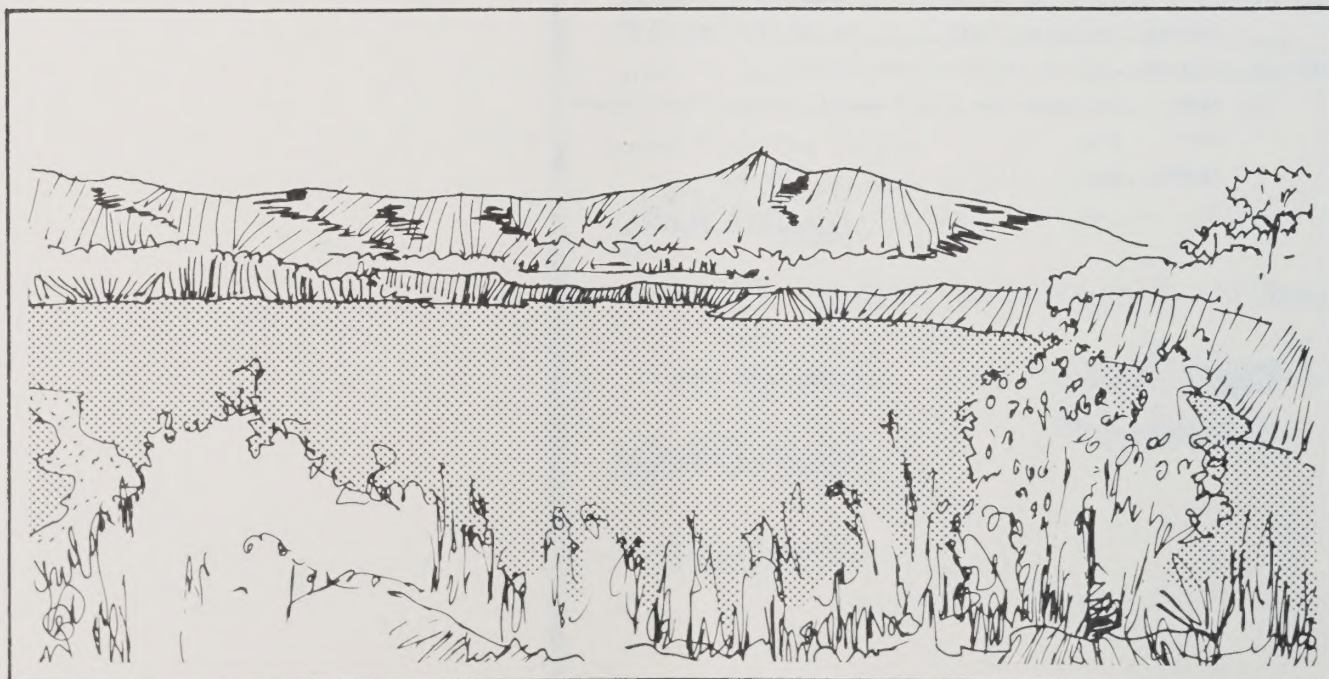
APPROVED AS TO FORM:


Assistant City Attorney

INTRODUCTION

A Scenic Highway is a roadway characterized by notably pleasant and enjoyable "views from the road." The view may include features directly adjacent to the road right-of-way, features in a corridor near the highway, or distant vistas. Significant features may include the man-made environment, as well as the natural landscape. A highway may be designated for scenic treatment based on a heavy volume of use, even if it does not now have attractive views. A mass transit line, since it provides a "view from the road," could also be included. Trails, which provide a slower paced travel, could as well be included in a broader definition of the concept scenic highway.

A Scenic Highway Element is an element of the General Plan which states the City's policies with respect to the development, maintenance and enhancement of highways designated as "scenic." Procedures exist to request that some routes become designated as Official State Scenic Highways. Routes may also be designated as Official County Scenic Highways. Other routes may be designated by a city alone as scenic routes. Techniques to implement the Scenic Highway Element include detailed scenic corridor studies, amendments to the Zoning Ordinance or other sections of the local Code, adoption of specific plans, adoption of development policies, cooperation with non-local road building agencies, and local capital improvement funding.



The Quarries and Mission Peak, as seen from the future extension of Route 238.

PROPOSAL

The following proposal summarizes the Scenic Highway Element for inclusion in the General Plan Policy Text. The routes proposed for designation by the City as "scenic" are shown on Exhibit 1. This is followed by statements of objectives, principles and an action program.

Routes to be Designated as "Scenic"

Freeways:

Nimitz Freeway - Route 17
Interstate Route 680
Dumbarton Freeway - Route 84
(proposed)

Thoroughfares:

Paseo Padre Parkway
Mission Boulevard
Fremont Boulevard - Warm Springs
Boulevard
Washington Boulevard
Mowry Avenue
Stevenson Boulevard

Hill Routes:

Niles Canyon Road
Morrison Canyon Road - Vargas Road
Mill Creek Road

Objectives

1. The preservation and development of a character and identity for the City which will separate it from and positively distinguish it from other rapidly growing cities through the strong delineation of major thoroughfares, railroads, freeways, trails systems, gateway areas and peripheral open areas by distinctive tree planting (Taken from the report: "Design for the Community" by Williams, Cook & Mocine).
2. The adoption of a positive program which will guide development along the City's scenic routes in a manner which will maintain and enhance the "view from the road" as well as the "view of the road" from surrounding areas.

Principles

1. To coordinate City programs for scenic

routes with the programs of the State, the County and neighboring cities.

2. To maintain liaison with and to provide input to the Department of Transportation's Landscape Program for freeways passing through the City.
3. To coordinate the programs resulting from the City's Scenic Highway Element with the programs of the City's Noise, Conservation, Open Space, Circulation and other elements of the General Plan.
4. To continue to work toward the adoption of a City Landscaping Plan, especially as this program relates to the scenic routes.
5. To continue to design the City's public works in a manner that will enhance scenic vistas and routes.
6. To evaluate private development proposals on the basis of their enhancement and reinforcement of vistas along the City's scenic routes.

Action Program

1. Investigate the feasibility and desirability of a zoning text amendment creating a scenic route overlay district. This investigation would include evaluating other communities' existing zoning along scenic routes; possible height, setback and coverage regulations; and soliciting input from interested local groups.
2. Request Official State Scenic Highway designation for Route I-680.
3. Request that Route 84 (Niles Canyon Road) be added to the State's list of routes eligible for designation as an Official State Scenic Highway.
4. Request that the State conduct a "corridor survey" and "highway facility" study of Route I-680 and Niles Canyon Road.
5. Place an item on the work program of the Community Development Department, Parks Department and Recreation and Leisure Services Department which would analyze in further detail the scenic resources and potentials along each scenic route in the City in a manner similar to the detailed analysis already completed for the Nimitz Freeway and result in a

coordinated landscape land use and traffic design.

6. Study ways to better identify the scenic route designation between Niles Canyon and Coyote Hills which would make the Alameda Creek corridor more available and evident as a continuous scenic feature of the City.
7. Submit to the Department of Transportation's Landscape Architect a planting and phasing program for Routes 17 and I-680.
8. Prepare specific plans for the industrial areas adjacent to the Nimitz Freeway using a frontage road except between Durham Road and Fremont Boulevard interchanges where existing streets preclude efficient use of a frontage road.
9. Coordinate on-going staff work on proposed trail revisions to the Circulation Element with the Detailed Scenic Route Analysis.
10. Investigate the construction of rest stop and information center located along the Nimitz Freeway in the industrial areas to serve the convenience of the traveling public and for promotional purposes.
11. Incorporate the scenic route objectives and principles in Target Plan designs - especially Phase III of the Northern Plain Target Plan.
12. Prepare route analyses for the BART line, trail system, and for future Route 238 in subsequent revisions to the Scenic Highway and Route Element.

exhibit 1
scenic routes
scale



- EXISTING ROUTES
- PROPOSED ROUTES
- ROUTES TO BE ANALYSED
IN FUTURE UPDATING
OF ELEMENT



STATE PROGRAM

The Scenic Route: A Guide for the Official Designation of Scenic Highways prepared by the State Department of Transportation indicates the basis and history of the State's interest in the scenic highways. "Many State highways traverse corridors of outstanding natural scenic beauty. In recognition of the desirability to preserve the scenic corridors for the enjoyment of future generations, the California State Legislature in 1963 established the California Scenic Highway Program through Senate Bill No. 1467. The bill also established the Scenic Highway Advisory Committee, which consists of seven members appointed by the Governor. Their responsibilities include recommending program criteria, reviewing applications for and recommending approval of Official Scenic Highway designations. The State of California Department of Transportation was given the responsibility of administering and coordinating scenic highway program and for officially designating highways as scenic highways. Scenic highway law also authorizes the State Director of Transportation to designate county highways as Official County Scenic Highways."

This document also describes the basic procedures which are followed in designating routes as Official Scenic Highways. This procedure is as follows:

1. The State Legislature must enact legislation to include State routes in the Master Plan of State Highways Eligible for Official Scenic Highway Designation. This step only identifies those routes which are eligible to be designated as scenic highway and does not infer actual designation.
2. The legislative body having jurisdiction over lands adjacent to an eligible scenic highway must request by resolution to the District Director of Transportation that a corridor survey (areas beyond the extent of the scenic route right-of-way that are of scenic quality) and the highway facility study be made. Prior to requesting the District Director of Transportation to do this, the local agency should have adopted the Scenic Highway Element of their General Plan.
3. The local jurisdiction must prepare a program to protect and enhance the scenic

corridor as described in the corridor survey.

4. Upon adoption of the program to protect and enhance the scenic corridor, the local jurisdiction shall make a written request to the District Director of Transportation for designation of the route as an Official Scenic Highway. If the local jurisdiction's program is satisfactory, the Director of the Department of Transportation will officially designate the highway as a Scenic Highway.

The corridor survey and highway facility studies referred to above address: (1) suggested scenic highway corridor boundaries; (2) scenic elements within the corridor; (3) the relationship of the roadway to its surrounding environment and vistas; (4) proposed realignment or modifications for improvement of the route; and (5) potential locations of roadside rests, vista points, and areas for public or commercial information sites.

Section 263 of the Streets and Highways Code lists State routes eligible for "official designation." Of the routes contained in this list, only one (see Exhibit 2) passes through Fremont. This route is Interstate 680. A procedure exists, however, for local communities to request the consideration be given to adding routes to the eligibility list.

While the State program deals directly with State routes, the local communities are encouraged to include locally designated scenic routes in their Scenic Highway Elements. Fremont's Scenic Highway Element takes this more inclusive approach.

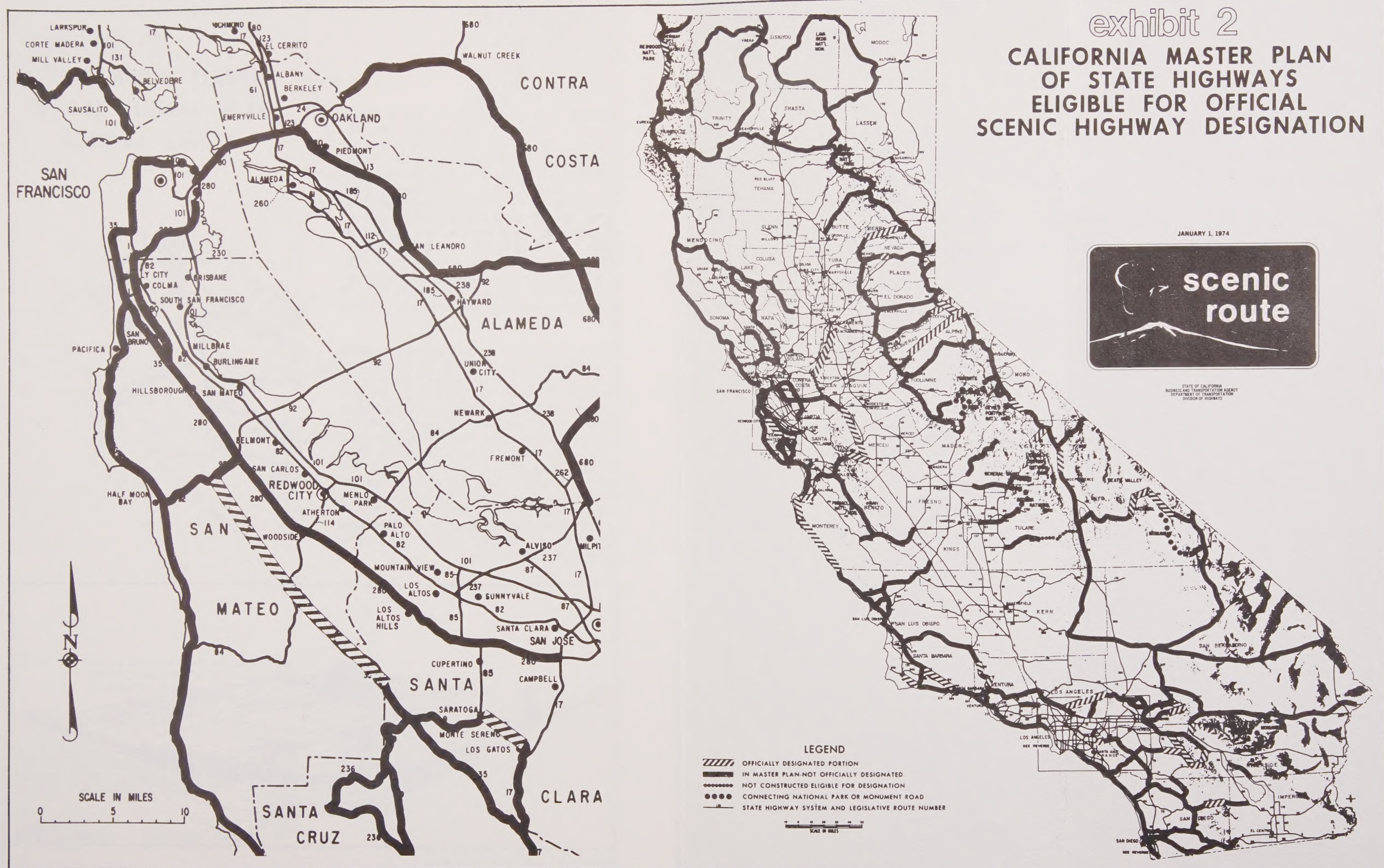
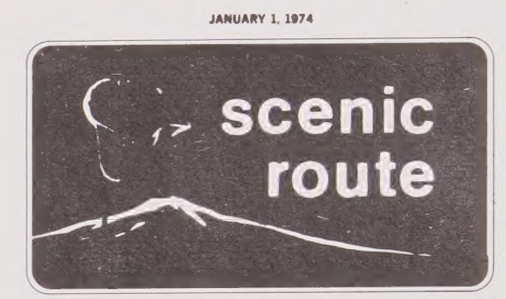


exhibit 2
CALIFORNIA MASTER PLAN
OF STATE HIGHWAYS
ELIGIBLE FOR OFFICIAL
SCENIC HIGHWAY DESIGNATION



STATE OF CALIFORNIA
BUSINESS AND TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

LEGEND

- THICK SOLID LINE: OFFICIALLY DESIGNATED PORTION
- THIN SOLID LINE: IN MASTER PLAN-NOT OFFICIALLY DESIGNATED
- DASHED LINE: NOT CONSTRUCTED ELIGIBLE FOR DESIGNATION
- DOTTED LINE: CONNECTING NATIONAL PARK OR MONUMENT ROAD
- THIN LINE WITH NUMBER: STATE HIGHWAY SYSTEM AND LEGISLATIVE ROUTE NUMBER

SCALE IN MILES

COUNTY SCENIC ROUTES

Alameda County adopted its Scenic Route Element of the General Plan in May, 1966. The purpose of this element is "to serve as a means of continuing coordination among the City and County planning functions of Alameda County and the State Division of Highways in the development of a County-wide system of scenic routes, appropriate portions of which will be adopted or expanded upon by each city and the State The plan, consisting of a continuous County-wide scenic route system, is also intended to serve as a guide to local jurisdictions for development of more detailed individual city scenic route plans to supplement the County plan."

In order to continue to cooperate with the other governmental units, the City is proposing to include in its list of scenic highways those routes designated by the County (See Exhibit 3) which pass through the City. These include the Nimitz Freeway, the Dumbarton Freeway, Mission Freeway (Route 680), Paseo Padre Parkway, Fremont Boulevard, Mission Boulevard, Niles Canyon Road, Morrison Canyon Road, Mill Creek Road, Prune Avenue and Warren Avenue. Since Prune Avenue and Warren Avenue are included where they are hill roads which have not yet had detailed planning, it is proposed they not be included in the City's scenic designation at this time.



Mission Peak, as seen from Vargas Road.

SCENIC ROUTE ELEMENT OF THE GENERAL PLAN ALAMEDA COUNTY

EXISTING	PROPOSED	
		FREeways AND EXPRESSWAYS
		MAJOR THOROUGHFARES
		MAJOR RURAL ROADS
		FREeway CONSIDERATION PENDING

SCALE IN MILES

0 1 2 3



NOTE: WHEN A PROPOSED ROUTE INCLUDES A ONE WAY COUPLET, ONLY ONE OF THE PAIR IS INDICATED FOR GRAPHIC CLARITY.

We hereby certify that the County Planning Commission of Alameda County did on the 2nd day of March, 1966, adopt by resolution an element of the General Plan, consisting of both a map and text entitled, "SCENIC ROUTE ELEMENT OF THE GENERAL PLAN, COUNTY OF ALAMEDA, STATE OF CALIFORNIA" and the document on which this certificate is recorded is a part thereof.

We hereby certify that the Board of Supervisors of Alameda County did on the 5th day of May, 1966, adopt by resolution an element of the General Plan, consisting of both a map and text entitled, "SCENIC ROUTE ELEMENT OF THE GENERAL PLAN, COUNTY OF ALAMEDA, STATE OF CALIFORNIA" and the document on which this certificate is recorded is a part thereof.

Harry W. Spencer, Chairman

William H. Foley
William H. Foley Secretary

John D. Murphy
John D. Murphy, Chairman

Jack G. Blue, County Clerk and
Ex-Officio Clerk of the Board
of Supervisors of the County
of Alameda

URBAN FORM

Perceptions

The circulation system of a city is built to permit the essential daily movements of its citizens. It is not enough, however, that circulation systems only work to serve the circulation function. The circulation system does, as well, lead to aesthetic and perceptual experiences. A well structured and articulated form can provide a pleasurable sense of place. The driver can sense his location in relation to other locations. Landmarks can serve as points of reference along the way. Senses of leaving and arriving can be felt when one area is left and another entered. A sense of time and environment can be achieved by relating distant hills and bodies of water to the nearby streetscape. Buildings can frame views and direct attentions to and beyond themselves. When a sense of place is achieved, a city provides a rich existence for its residents.

General Plan Statements

Fremont has long had as major goals the provision of a sense of place for residents and visitors of the community. The General Plan states that "the development of Fremont as a single, unified city and not as a loose federation of separate communities" as a major goal. It also states that it is the goal of the City to "create a desirable image which will give identity to Fremont within the context of the Metropolitan Bay Region." This is to be achieved through "the retention of the natural differences of hills, plain and bay in the development of these regions." The preservation and enhancement of historic resources are identified as a way to provide the community with a sense of time. Under the heading of "Community Design and Appearance," the General Plan states the principle that "scenic resources should be retained as irreplaceable values of the City through land use relationships and circulation patterns which respect such resources." The important role that landscaping can play in providing the community with a sense of identity is indicated in the principle that "distinctive tree planting should be used to give strong delineation to major thoroughfares, railroads, freeways, trails systems, gateway areas, and peripheral open areas. Further, it is indicated that entry and gateway features can play an important role in identifying the city." In the section of the General Plan labeled "Transportation and Circulation," the objective

is indicated of "using the public rights-of-way in the design of streets and street furniture to enhance the appearance of the City and to unify and identify the various elements." Finally, indicating the important role which a scenic route can play within the community, the General Plan indicates that "Paseo Padre Parkway should be a unifying element which will tie the districts of the City together and will give glimpses of the immense variety of landscape and development that Fremont will have."

Urban Structure

The idea that Fremont has a structure all its own which can be perceived (See Exhibit 4) and which should be strengthened is an idea expressed most specifically as part of the City's Open Space Element. The Open Space Element indicates that Fremont is fortunate to have a specific geography which should be respected in all planning decisions, so that its geography may clearly be expressed in the form of the City. Fremont is part of the plain which borders San Francisco Bay from Point Richmond to San Jose. It is edged by the Bay, water and marshes and by the East Bay Hills. At Fremont, these hills form a concave crescent to the bayshore with an accent at the Niles Canyon depression and at the Mission Peak high point. Alameda Creek connects the low canyon to the Bay, and Coyote River, once connected the south end of the high mountain to the Bay. These elements of bay plain, hill face and the relationship between them are the major features that form Fremont. Retaining the marshes and hill face in open space, connected by open areas along the creeks at the north and south edges of the City, will preserve the geographic definition with the utmost clarity.

The perceptual and visual corridors by which the form is most evident should also be respected in all planning decisions so that the clear form may be a part of the everyday experience of the City. The perceptual corridors consist of:

1. Fremont/Warm Springs Boulevard and Paseo Padre Parkway - a pair of major routes which traverse the City from end to end expressive of its place on the bay plain;
2. Mowry Avenue and Stevenson Boulevard - A pair of major routes which traverse the City from side to side expressive of its place between the bay edge and the hill face;

3. Washington Boulevard and Thornton Avenue (extended to Niles) - Similar major routes which connect the major hill and urban features of Niles Canyon and Niles and Mission Peak Mission San Jose. These two connections are made adjacent to other major physical features of the City - the quarry lakes at the edge of Niles and the quarry ridge adjacent to Mission San Jose;
4. The present BART line and its future extension traverse the City from end to end and is expressive of its place on the Bay Plain.

Because of its elevation, the BART trip more than any other discloses the entire City to the passenger.

Another perceptual element which should also be respected in all planning decisions is Central Park with Lake Elizabeth and the Government-Cultural Center. From these open spaces, high points and buildings, all the features of the form of the City are evident. Combining these perceptual corridors with the State eligible I-680 and the County designated scenic routes, has resulted in the routes proposed for designation by the City.

exhibit 4

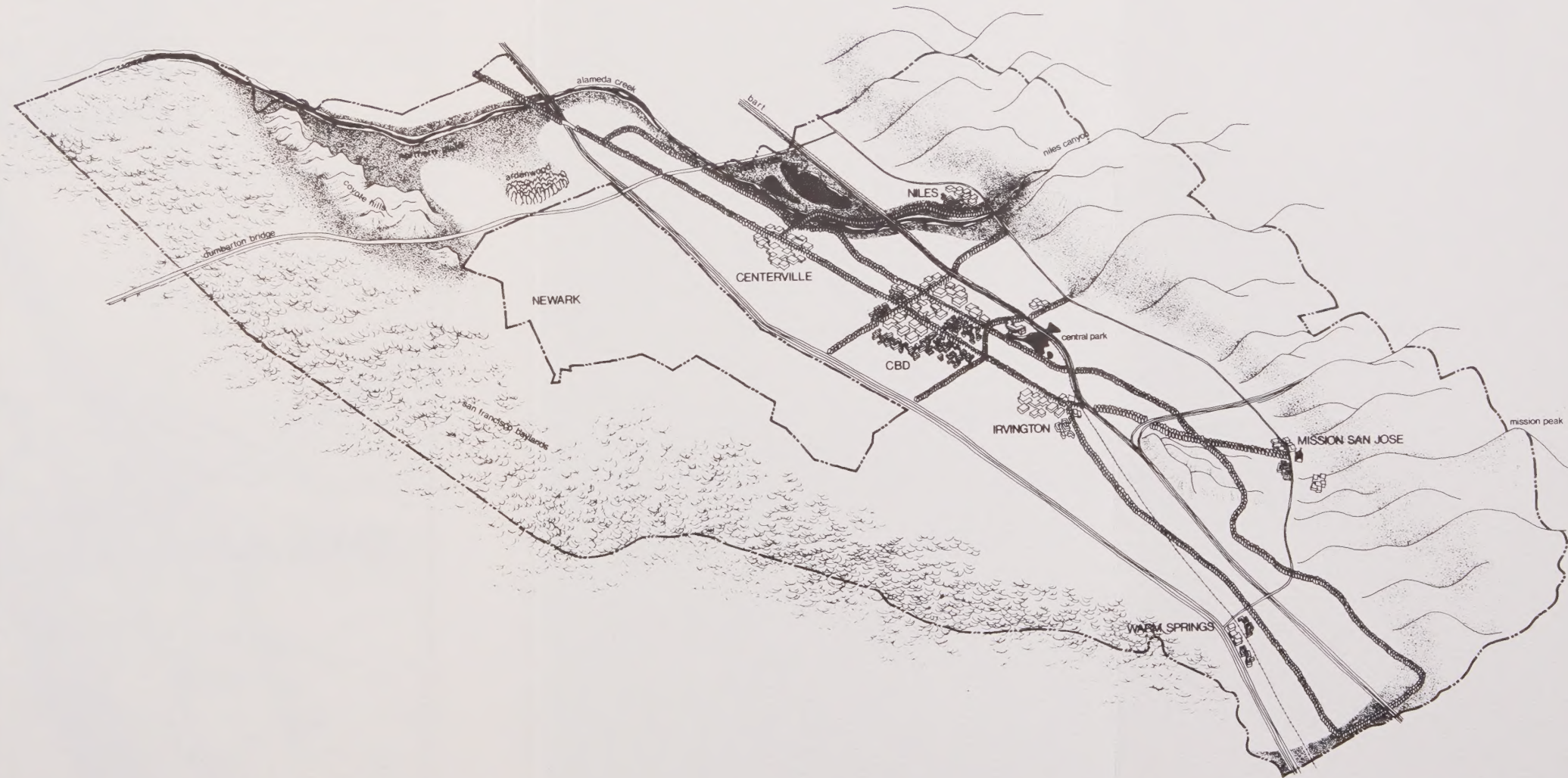
URBAN STRUCTURE

PERSPECTIVE DIAGRAM



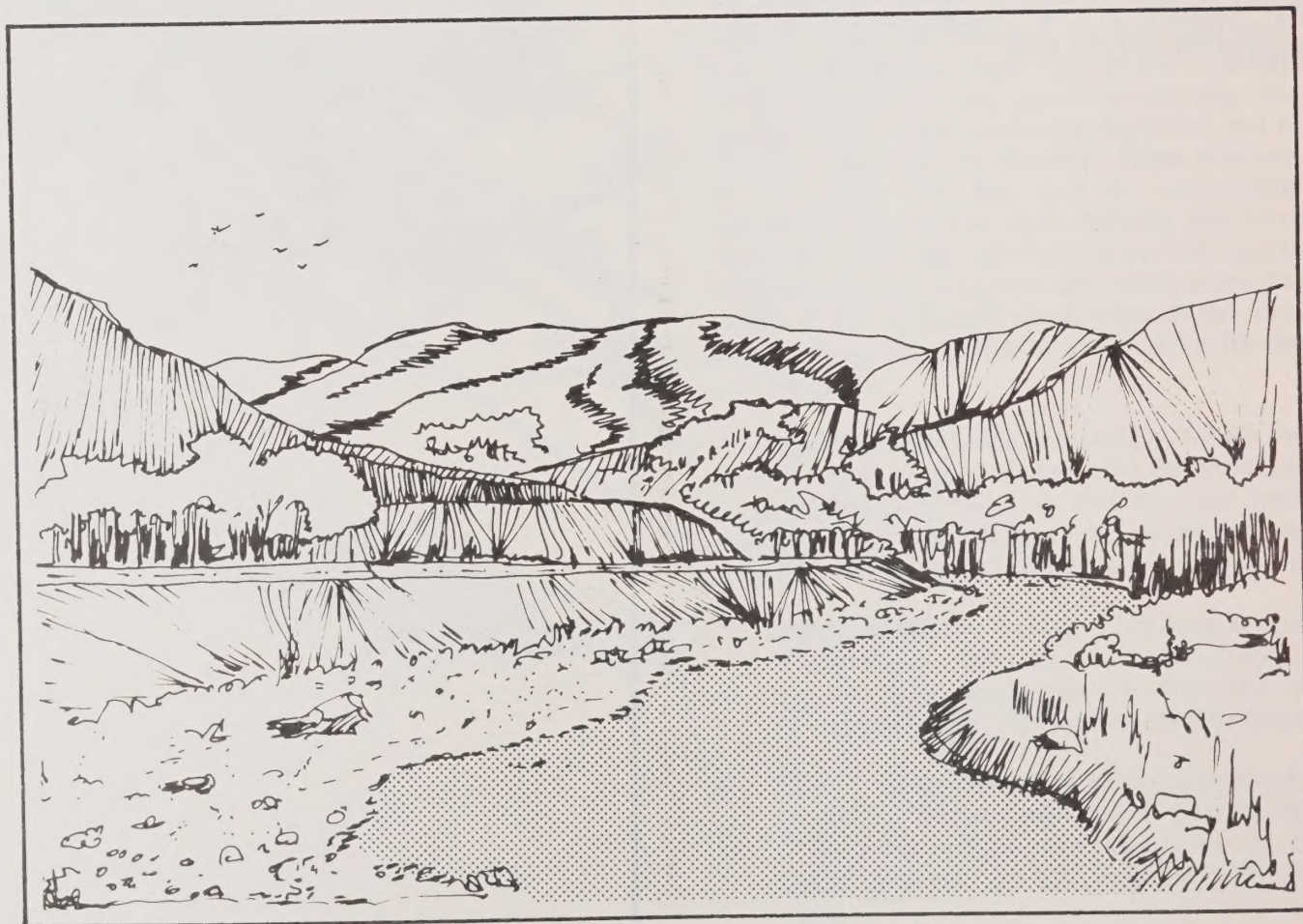
legend

- FREMONT CITY BOUNDARY
- COMMUNITY CORE AREAS
- HIGH DENSITY RESIDENTIAL AREAS
- MAJOR CORRIDOR SPACES
- VISUAL FRAME



CIRCULATION

The importance of form elements as daily functional mechanisms becomes particularly evident when the amount of use of the roadways discussed above is examined. The roadways giving form to the City are also among its most heavily traveled as is shown on the following traffic flow map (Exhibit 5). Fremont Boulevard, Mowry Avenue and Stevenson Boulevard are among the City streets getting heavier use. Paseo Padre Parkway, upon its final completion, can as well be expected to carry a heavy load. Each user of these routes, it should be pointed out, is also a perceiver of the "view from the road." During each day, the driver is aware not only of the traffic around him but also the surrounding scenery. Since Fremont desires a sense of place and since it has an already identifiable structure, it is important that this structure be called out, reinforced and maintained. The Scenic Highway Element is a means of doing this.



Niles Canyon and Alameda Creek, as seen from Mission Boulevard.

1974 TRAFFIC FLOW MAP

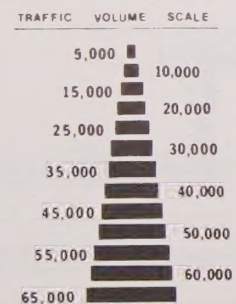
A horizontal beam of length 4000 ft is shown. The left end is labeled '0' and the right end is labeled '4000 ft'. A uniformly distributed load of 1.5 k/ft is applied downwards along the entire length of the beam.

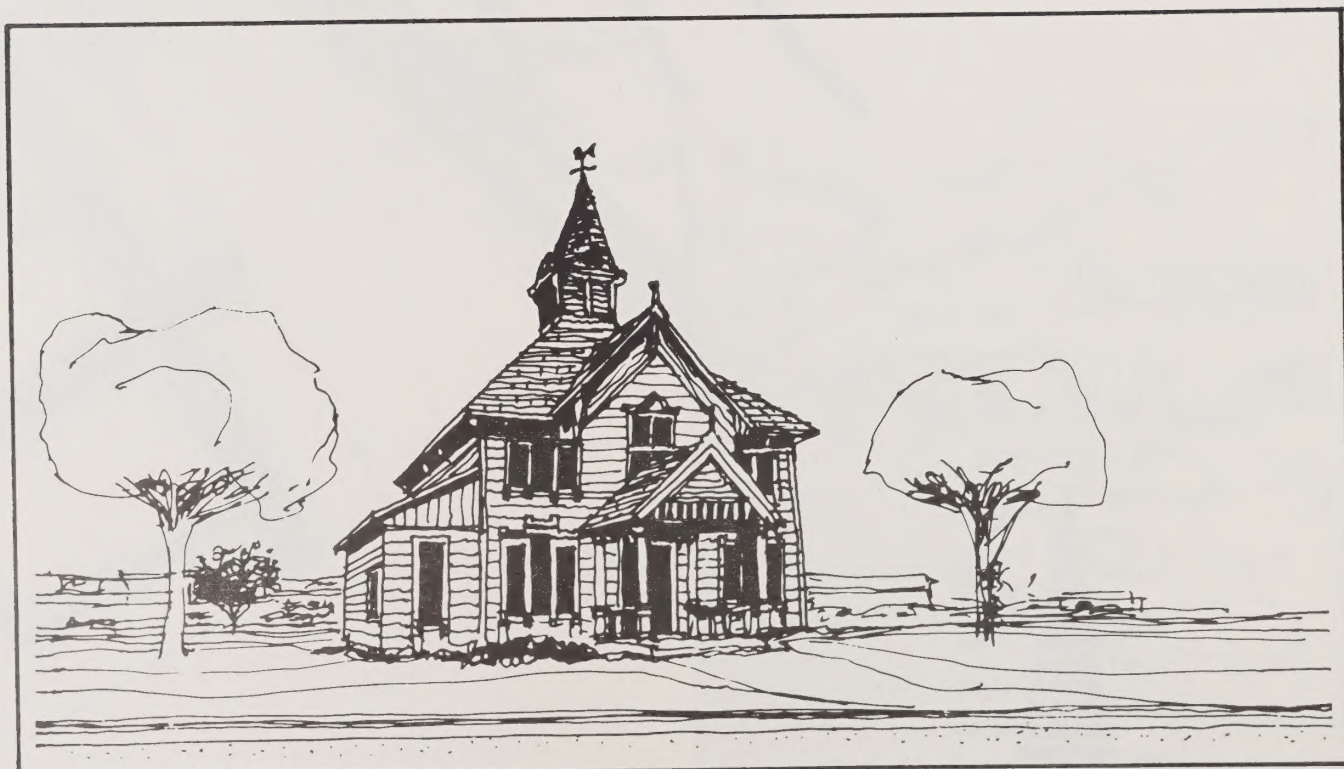


Note: Numbers on this drawing indicate average two-way, 24-hour traffic counts on the indicated highway section except directional counts are indicated in CBD enlargement.

legend

— CITY OF FREMONT BOUNDARY





Carriage House, as seen from Fremont Boulevard.

ROUTE ANALYSIS

The analysis of each route (except the Nimitz) is conceptual and preliminary in nature. Each section contains a fact sheet, an existing landscaping section (including a proposed thematic tree for each route) and a graphic illustrating the major vistas, significant landmarks and disrupting elements as they relate to the study route.

The Nimitz is analyzed to a greater degree, including a more detailed land use, vista and urban structure analysis. A proposed design graphic is also included as a response to the State landscape architect's request for design input from the City.

The State allocates funds for landscaping of freeways under the direction of the Department of Transportation. The policy is to provide landscaping in areas where development on adjacent land has occurred. Portions of the Nimitz have already been landscaped and monies have been allocated for additional landscaping in the 1975/76 Budget.

A study to include detailed analysis for all the routes (similar to the Nimitz section) as well as proposed designs is suggested as a result of the work done for this element.

NIMITZ FREEWAY ROUTE 17

fact sheet

LIMITS OF ROUTE: Northern City limits to southern City limits.

LENGTH: Approximately 12.5 miles.

TYPE AND WIDTH: State Freeway - six lanes.

TRAFFIC VOLUME: 84,000 vehicles per day (peak month count).

OTHER SCENIC DESIGNATIONS: Alameda County Scenic Route.

EXISTING LAND USES: Residential, agricultural and industrial.

PLANNED LAND USES:

1. Major shopping center in Newark.
2. Crocker Industrial Park.
3. Southern Pacific Industrial Park.

TOPOGRAPHY: Relatively flat.

LANDSCAPING THEME: Lombardy Poplar (*populus nigra* "italia") as a unifying tree element. See discussion of Exhibit 6-C.

OUTSTANDING FEATURES: Occasional vistas of Mission Peak, Coyote Hills, Ardenwood and Alameda Creek. The vista of the General Motors plant as a significant architectural form.

DISRUPTIVE ELEMENTS: Unsightly industrial storage yards and buildings.

graphics

Exhibit 6-A, Regional Analysis: The Nimitz Freeway is conceptually analyzed from the Richmond-San Rafael Bridge in the north to the Santa Cruz Mountains to the south, in order to define the overall setting of Fremont's 12.5 mile segment.

Exhibit 6-B, Local Analysis: The Nimitz Freeway is analyzed in terms of existing landscaping, vistas, adjacent land uses, topography, disruptive elements and its relationship to the City.

Exhibit 6-C, Design Proposal and Phasing: Several elements are proposed:

1. The degree of landscaping screening depending on the quality of the adjacent land. The actual landscape planting should frame the vistas indicated on Exhibit 6-B.
2. A vertical unifying element that would distinguish Fremont's portion from the neighboring cities is proposed. The poplar trees are proposed to be planted at various intervals throughout the length of the freeway in Fremont.
3. Gateway features are suggested at the two ends. The features may be in the form of landscaping or other structures.
4. The landscaping program will probably cover an 8-10 year period time.

The first phase includes those unlandscaped sections of the freeway where development on the adjacent lands have already occurred.

The second phase would include those sections where the adjacent land are presently undeveloped.

The third phase is the infilling of the unifying element in the sections where the landscaping is presently existing.

Landscaping phasing of the interchanges is also proposed with the Stevenson and Mowry interchanges. The main entrances into the Central Business District being in the first phase. Durham Road and Fremont/Alvarado are in the second phase, and Mission Boulevard is in the third phase. The Decoto Road interchange will be

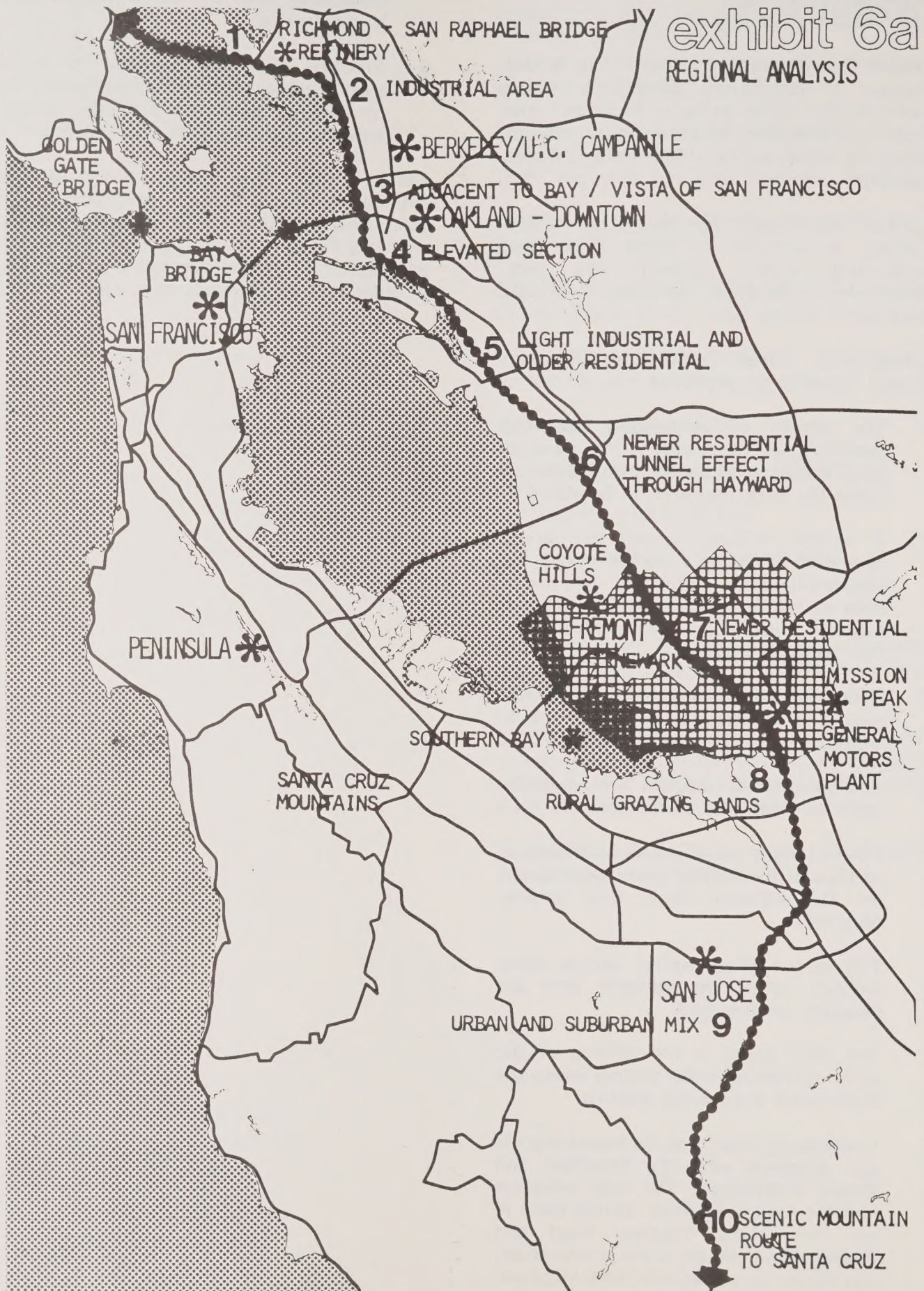
landscaped when the Dumbarton Parkway is constructed.

5. Frontage roads are proposed for those sections where the General Plan designation of adjacent lands are industrial, except between Durham Road and Cushing.

Exhibit 6-D: This sketch illustrates the landscaping of a typical interchange. The thoroughfares thematic tree blends in with the freeways Poplar and the major portion of the intersection is landscaped with low groundcover in order to allow the motorist to view Fremont.

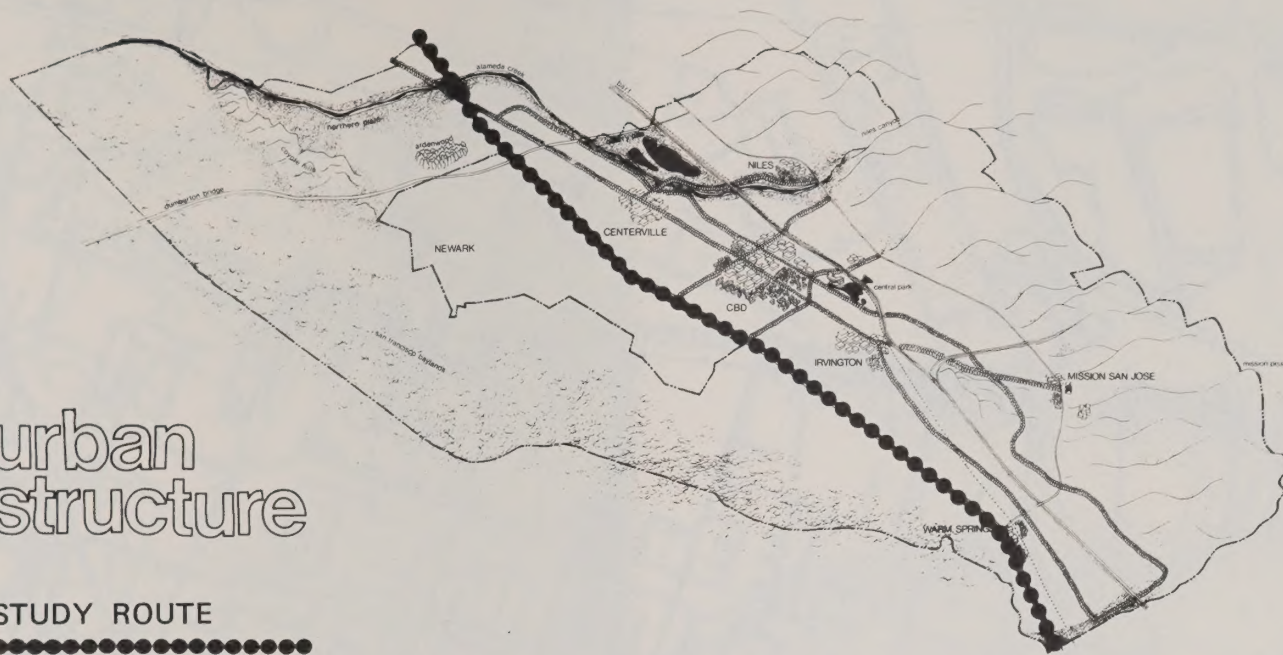
exhibit 6a

REGIONAL ANALYSIS

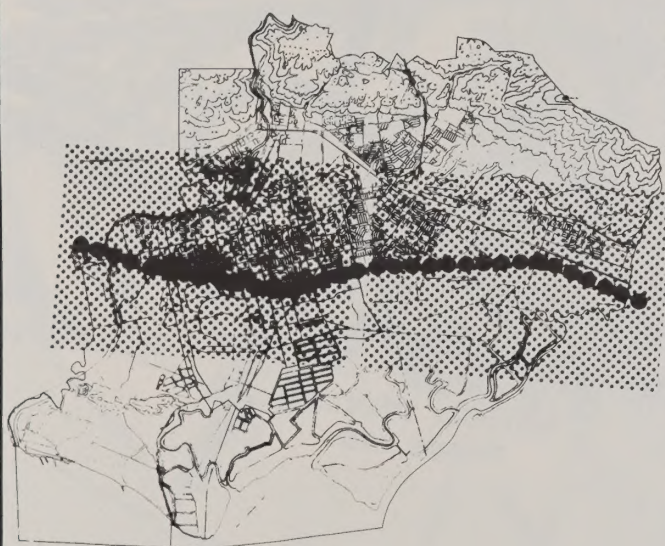


urban structure

STUDY ROUTE



key plan

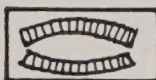


SHADED AREA COVERED IN ROUTE
ANALYSIS GRAPHICS

ROADWAY DEPRESSED

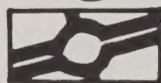


ROADWAY ELEVATED



legend

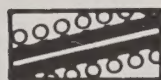
EXHIBIT 6b



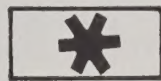
FREEWAY INTERCHANGE



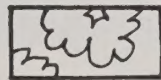
FREEWAY WITH ADJACENT
FRONTAGE ROAD



EXISTING LANDSCAPING



LANDMARK



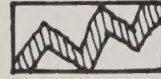
EXISTING TREE GROVE
OR ORCHARD



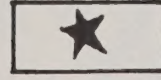
HILLS



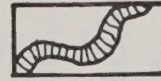
VISTA



VISUALLY DISRUPTIVE
ELEMENT



UNSIGHTLY CONDITION



VISUAL ASSET—SIGNIFICANT
LAND FORM OR STRUCTURE

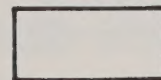
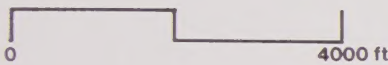
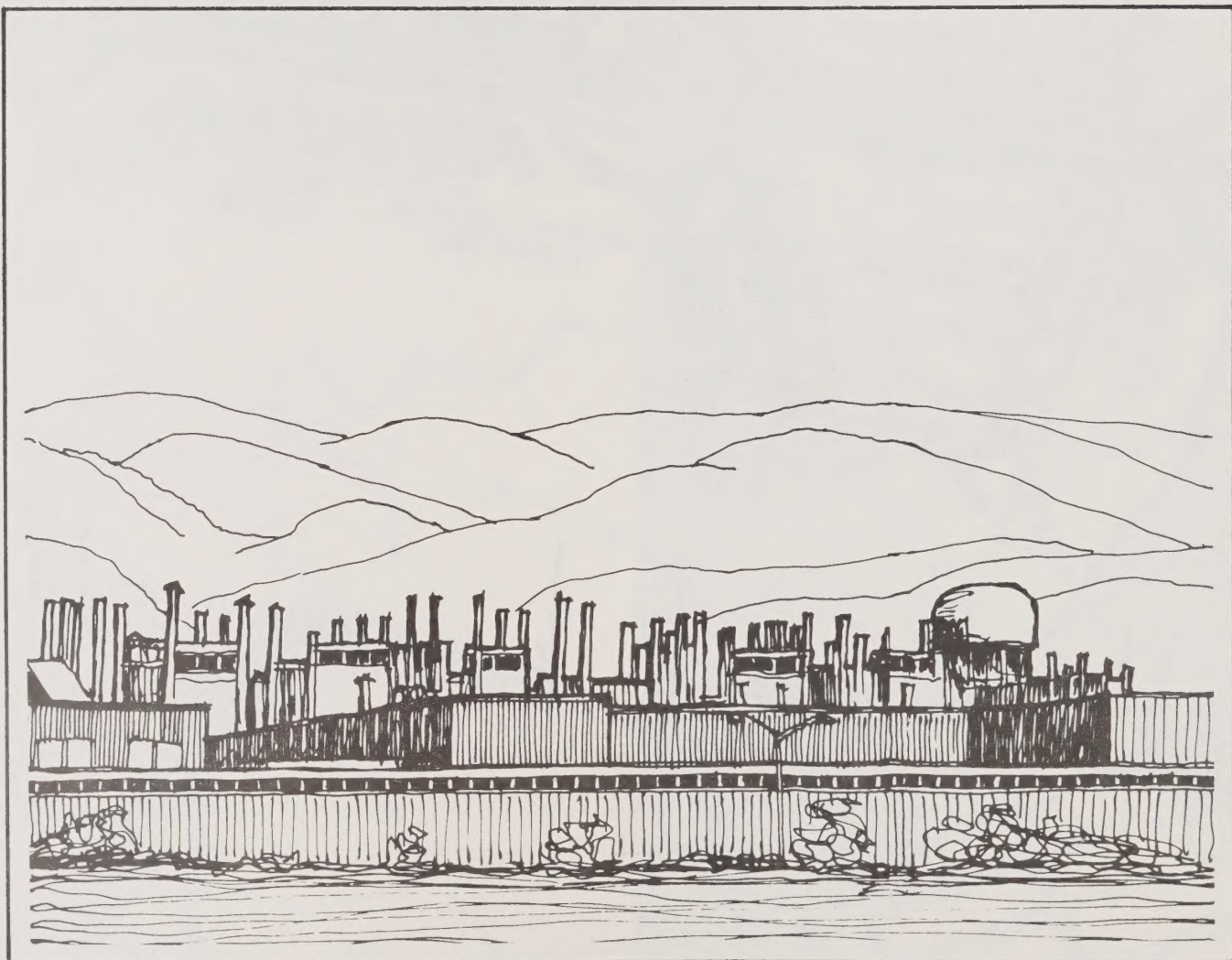


exhibit 6b - local analysis

NIMITZ
FREEWAY
ROUTE 17

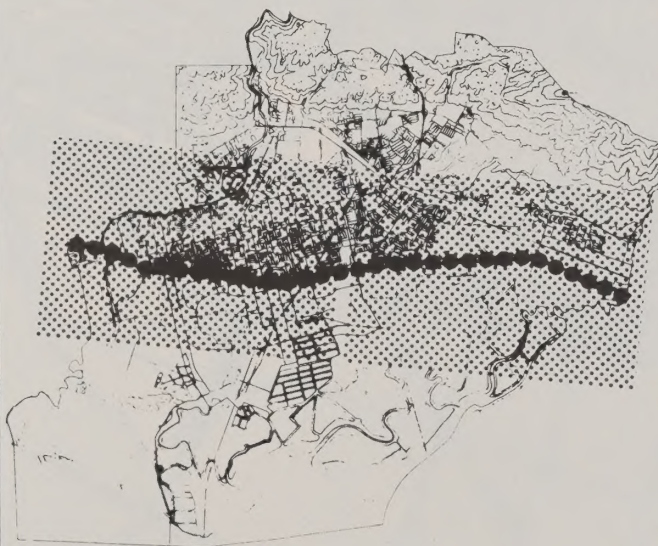
scale





General Motors Plant, as seen from Nimitz Freeway.

key plan



SHADED AREA COVERED IN ROUTE
ANALYSIS GRAPHICS

legend

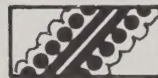
EXHIBIT 6c



FREEWAY INTERCHANGE



HEAVY SCREENING



LIGHT SCREENING



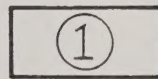
INFILL TO EXISTING
PLANTING



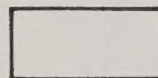
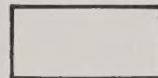
TREE SPACING



GATEWAY FEATURE

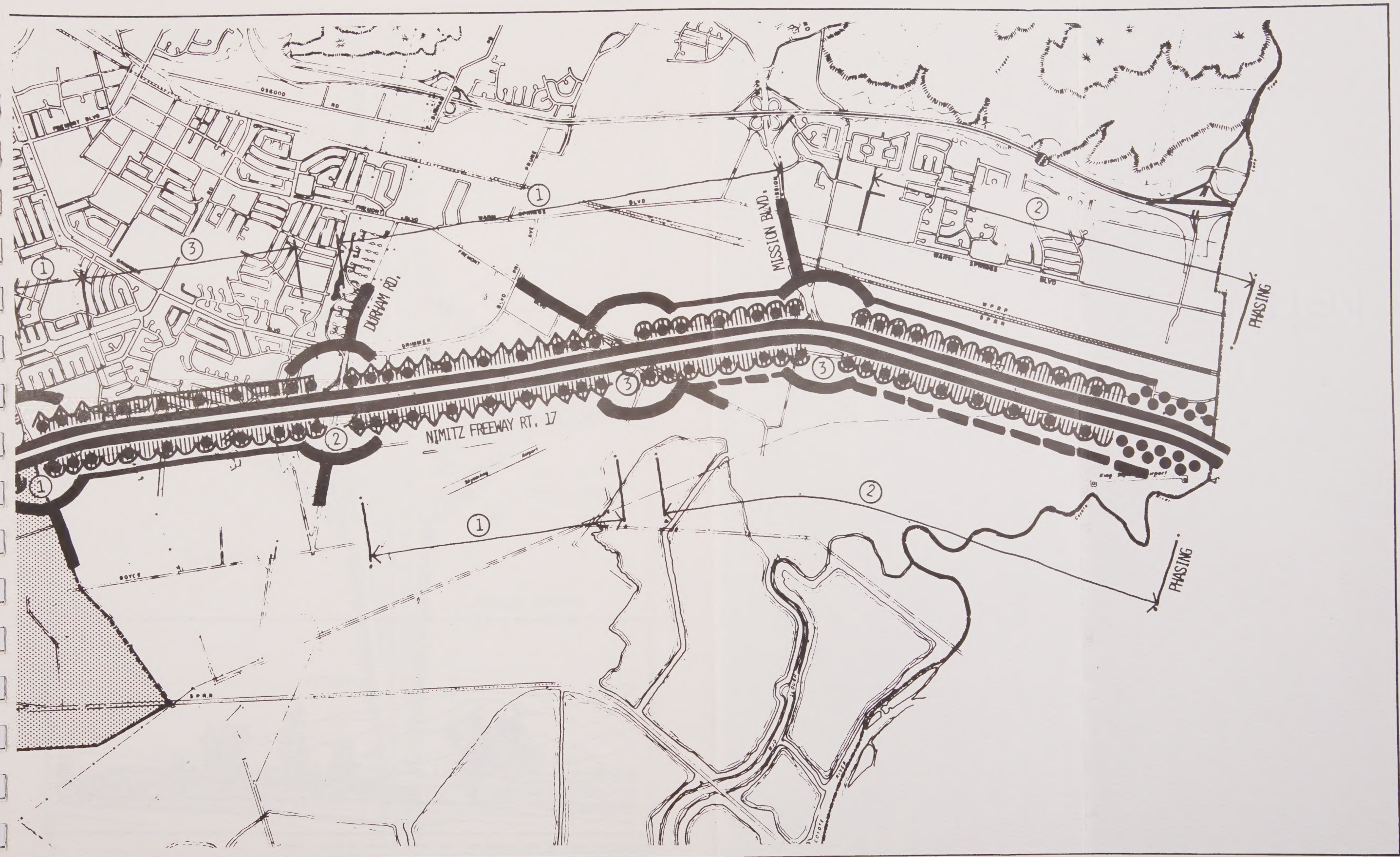


PHASING



NIMITZ FREEWAY ROUTE 17







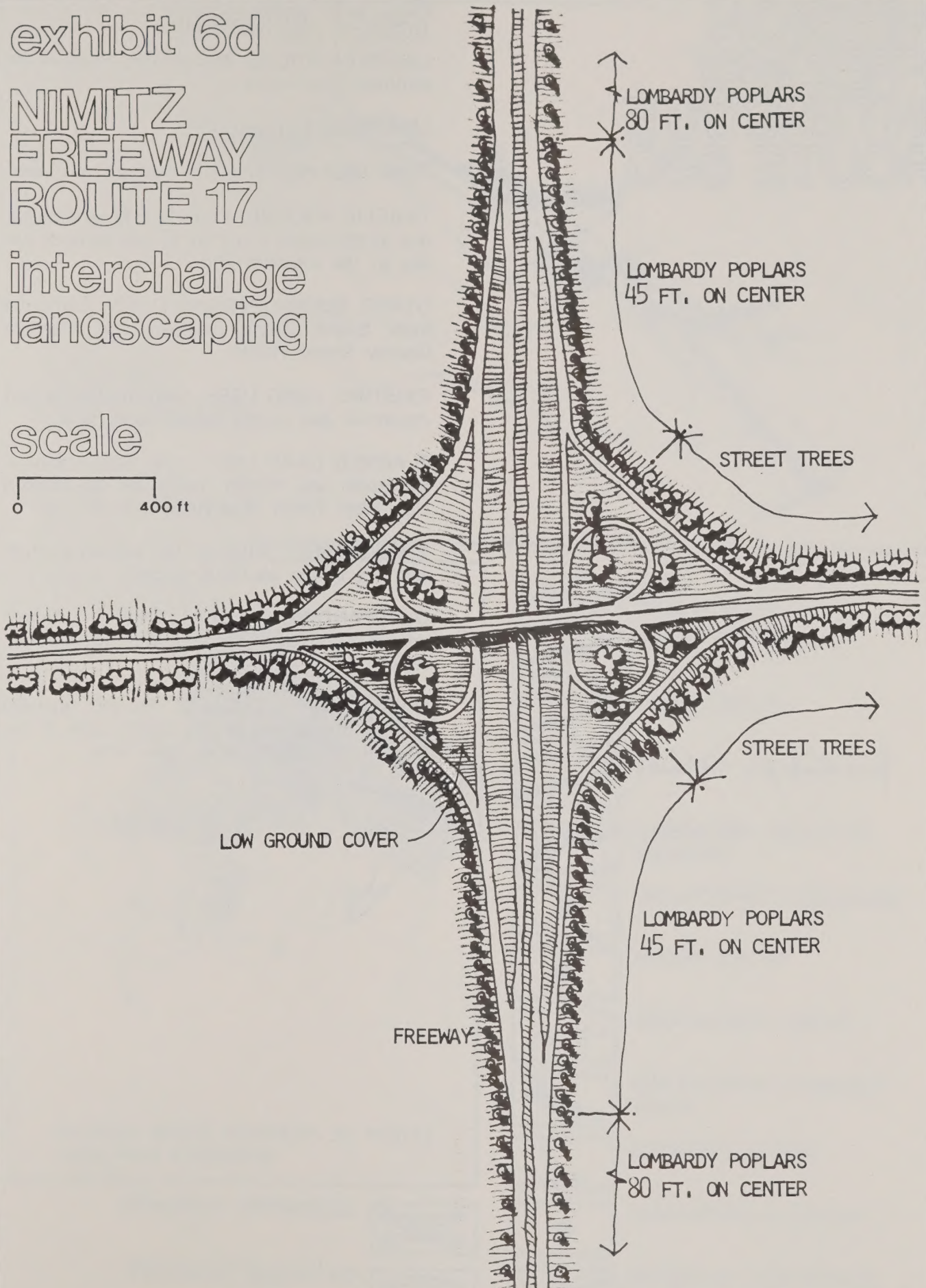
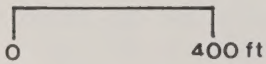
Hills and the Industrial area, as seen from the Nimitz Freeway at Durham Road.

exhibit 6d

NIMITZ FREEWAY ROUTE 17

interchange
landscaping

scale



MISSION FREEWAY INTERSTATE ROUTE 680

fact sheet

LIMITS OF ROUTE: Western City limits to the southern City limits.

LENGTH: 7.6 miles.

TYPE AND WIDTH: State freeway - six lanes.

TRAFFIC VOLUME: From 38,500 vehicles per day at the western end to 10,000 vehicles per day at the southern end.

OTHER SCENIC DESIGNATIONS: California State Scenic Route (eligible), and Alameda County Scenic Route.

EXISTING LAND USES: Some residential and industrial, but mostly undeveloped land.

PLANNED LAND USES: Loop trails system in the north and middle canyon of the Mission Hills West Target Plan Area.

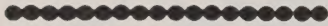
TOPOGRAPHY: Hilly in the eastern portion and flat in the southern portion.

OUTSTANDING FEATURES: Almost continuous vistas of Fremont and the south bay region.

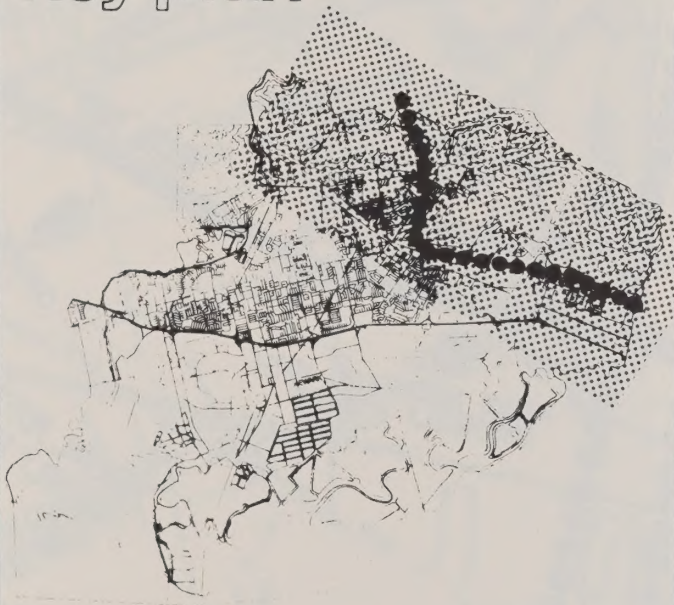
DISRUPTIVE ELEMENTS: Scarred quarried hills in the section of the south ridge of the Mission Hills West Target Plan Area.

urban structure

STUDY ROUTE

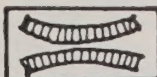


key plan



SHADED AREA COVERED IN ROUTE
ANALYSIS GRAPHICS

ROADWAY DEPRESSED

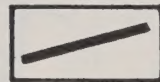


ROADWAY ELEVATED

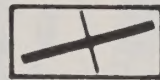


legend

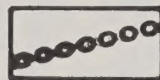
EXHIBIT 7



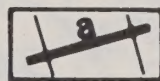
STUDY ROUTE



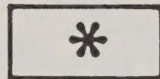
CROSS ROUTE



EXISTING LANDSCAPING



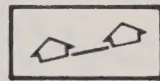
LANDSCAPE ANALYSIS
SEGMENT



SIGNIFICANT LANDMARK



MAJOR VISTAS



CONTINUOUS VISTAS



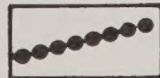
CONTINUOUS FORWARD
VISTA



SWEEPING VISTAS



DISRUPTIVE ELEMENT



SERIES OF DISRUPTIVE
ELEMENTS

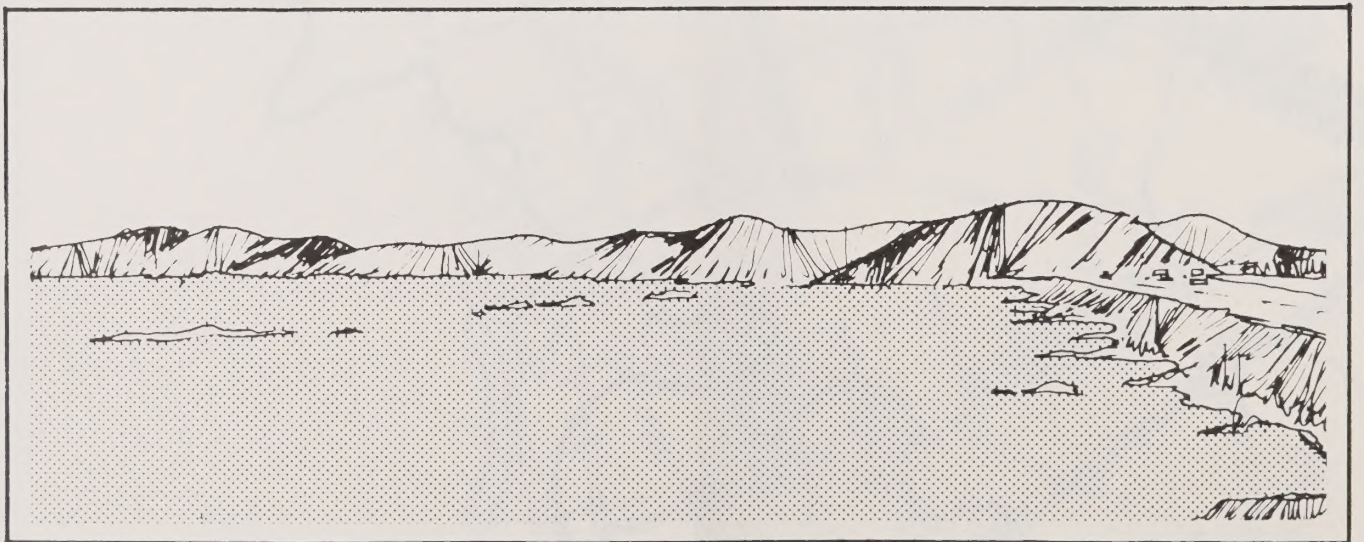
exhibit 7
MISSION
FREEWAY
INTERSTATE
ROUTE 680

scale

0 4000 ft







Coyote Hills, as seen from the western City boundary on Dumbarton Bridge.

DUMBARTON FREEWAY ROUTE 84

fact sheet

LIMITS OF ROUTE: Nimitz Freeway to the western city limits in the Bay.

LENGTH: 6 miles.

TYPE AND WIDTH: State Parkway.

TRAFFIC VOLUME: The present Dumbarton Bridge volume is 30,000 vehicles per day.

OTHER SCENIC DESIGNATIONS: Alameda County Scenic Route Element.

EXISTING LAND USES: Agricultural and salt ponds.

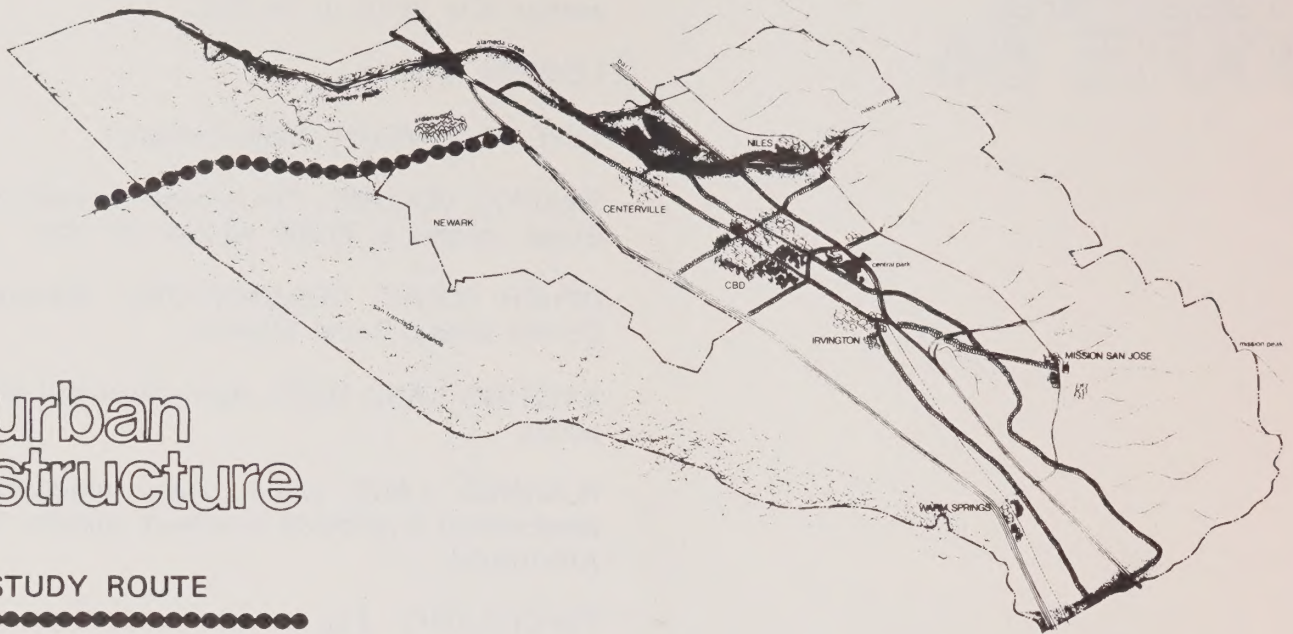
PLANNED LAND USES: Major residential development is proposed in Newark adjacent to Ardenwood.

TOPOGRAPHY: Flat.

OUTSTANDING FEATURE: The only link between Fremont and the Peninsula with vistas of Ardenwood agricultural land, salt ponds and the south bay area.

urban structure

STUDY ROUTE



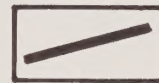
key plan



SHADED AREA COVERED IN ROUTE
ANALYSIS GRAPHICS

legend

EXHIBIT 8



STUDY ROUTE



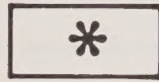
CROSS ROUTE



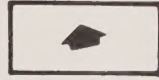
EXISTING LANDSCAPING



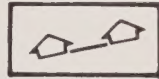
LANDSCAPE ANALYSIS
SEGMENT



SIGNIFICANT LANDMARK



MAJOR VISTAS



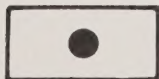
CONTINUOUS VISTAS



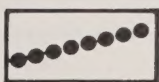
CONTINUOUS FORWARD
VISTA



SWEEPING VISTAS



DISRUPTIVE ELEMENT



SERIES OF DISRUPTIVE
ELEMENTS

exhibit 8
DUMBARTON
FREEWAY
ROUTE 84
scale



PASEO PADRE PARKWAY

fact sheet

LIMITS OF ROUTE:

Existing: From Fremont Boulevard to Peralta Boulevard.

Martha Avenue to Washington Boulevard.

Proposed: Peralta Boulevard to Martha Avenue and Washington Boulevard to Nimitz Freeway, Fremont Boulevard to proposed Dumbarton approach freeway.

LENGTH:

Existing: 10.0 miles.

Proposed: Exact alignment unknown.

TYPE AND WIDTH: Parkway; 120 foot right-of-way (four lanes and median).

TRAFFIC VOLUME: From 45,000 vehicles per day at Stevenson Boulevard to 4,700 vehicles per day at Fremont Boulevard.

OTHER SCENIC DESIGNATIONS: Alameda County Scenic Route.

EXISTING LAND USES: Residential and commercial.

PLANNED LAND USES:

1. Alameda County Court House.
2. Continuing planning for the Quarry Park.

TOPOGRAPHY: Primarily flat at the existing section and the section proposed to go through the Northern Plain; and hilly for the section south of Washington Boulevard.

LANDSCAPING THEME: Tulip tree and Holly Oak.

OUTSTANDING FEATURES: Vistas of hills, Mission Peak, and the quarry water features.

DISRUPTIVE ELEMENTS: Some parking lots could benefit from additional screening.

landscaping

Section A - Fremont Boulevard to Langhorn

Street Trees: North Side - Open field - no trees; South Side - Northgate Apartments are landscaped with Monterey Pines which are serving as street trees.

NOTE: This portion of Paseo Padre is only partially developed. Street improvements are only on one side and no median exists. As this area is developed according to the General Plan, so will the landscape and street tree installations.

One-quarter (1/4) mile east of Fremont Boulevard, street landscaping begins on the south side.

Designated Tree: Tulip Tree

Backup Landscaping Groundcover - Chip Seal; Shrubs - Pink Indian Hawthorne & Viburnum

Section B - Langhorn Drive to Decoto Road

Street Trees: North and South Sides - Tulip trees

Median Landscape: Not developed

Backup Landscape: Trees - Aleppo Pines; Shrubs - Junipers & Viburnum; Groundcover - Gazania & Hypericum

Intersection Landscape: None existing

Section C - Decoto Road to Tamayo Street

Street Trees: None existent

Median Landscape: Undeveloped

NOTE: Street trees (Tulip trees) and backup landscape as listed in Section B begin one-quarter (1/4) mile south of the Paseo Padre/Decoto intersection and continue on to the next section.

Intersection Paseo Padre Parkway & Tamayo - no median; street trees on west side only along with backup landscape.

Section D - Tamayo Street to Surry Drive

Street Trees: West Side Only: Tulip trees

and backup landscape

Median: East Side - undeveloped

Section E - Surry Drive to Thornton Avenue

Street Trees: Both East and West Sides - Designated tree (Tulip tree)

Median Landscape: Not developed

Backup Landscape: Same as Section B

Section F - Thornton Avenue to Sequoia Road

NOTE: No street improvements except center median - plant material similar to that in Section B. No trees are planted along this stretch of roadway. Both sides are currently in gravel pit operations.

Section G - Sequoia Road to Peralta Boulevard

Street Trees: East Side - Fully planted with designated street tree - Tulip tree; West Side - Also fully developed in street tree and landscape plantings.

Median Landscape: Fully developed; Trees - Eucalyptus, Canary Island Pine and Morrine Ash; Shrubs - Junipers and Pink India Hawthorne; Groundcover - Iceplant and Hypericum

Section H - Eggers Drive to Country Drive

Street Trees: Mixed varieties - Myoporum, Magnolia, Holly Oak, and California Pepper

Median Landscape: Undeveloped

Section I - Country Drive to Mowry Avenue

Street Trees: West Side Only - Tulip trees

Median Landscape: Not developed

Section J - Mowry Avenue to Walnut Avenue

Street Trees: East Side - Magnolia full length of Fashion Center shopping mall; West Side - Open agriculture fields

Median Planting: Heavily planted; Trees - Eucalyptus and Canary Island Pine; Shrubs - Hakea and Agapanthus (Lily of the Nile)

Section K - Walnut Avenue to Stevenson

Street Trees: Open agriculture fields both sides - no trees

Median Landscape: Planted similar to Section J

Designated Street Tree: Tulip tree

Section L - Stevenson Boulevard to Grimmer

Street Trees: Holly Oak (exists south of Mission View Drive on both sides of Paseo Padre Parkway); Central Park is not fronted with street trees

Median Landscape: Trees - Pistacia, Pine, Victorian Box, Olive and Redwood; Shrubs - Junipers and Lily of the Nile; Groundcover - Lawn

Section M - Grimmer Boulevard to Driscoll Road

Street Trees: None; One-quarter (1/4) miles north of this intersection Tulip trees are on the west side - mixed types on the east side.

Median Landscape: Heavily planted with mixed shrubs and groundcover; Shrubs - Junipers and Pink India Hawthorne; Groundcover - Hypericum

Section N - Driscoll Road to Olive Avenue

Street Tree: Predominantly Holly Oak

Median Landscape: Mixed plantings - informal design; Trees - Pepper, Canary Island and Olive

Section O - Olive Avenue to Washington Boulevard

Street Trees: None; Designated - Holly Oak

Median Landscape: Trees - Olive trees; Groundcover - Lawn

SUMMARY: There are several different landscape situations that exist along Paseo Padre Parkway. Different species of trees and landscape shrubs are used to accomplish certain effects. Since some areas are already established, they should be maintained as is rather than completely changed to meet a new design concept.

A certain amount of flexibility must be

maintained in street tree and landscape material selection and design because of varying site conditions. Due to the existing variety in soil types, physical surroundings and micro climates, the use and design of plant material will vary. Nevertheless, it is possible through design to develop a general theme throughout a scenic route system within the City.

thematic trees

**TULIP TREE - FREMONT BOULEVARD
TO STEVENSON BOULEVARD**

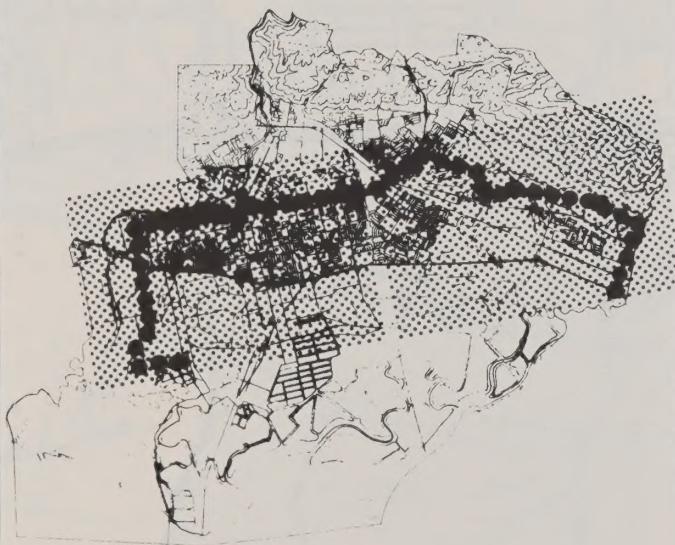
**HOLLY OAK - STEVENSON BOULEVARD
TO WASHINGTON BOULEVARD**

urban structure

STUDY ROUTE

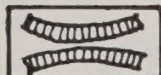


key plan



SHADED AREA COVERED IN ROUTE ANALYSIS GRAPHICS

ROADWAY DEPRESSED

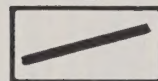


ROADWAY ELEVATED

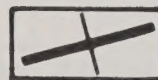


legend

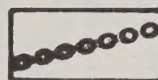
EXHIBIT 9



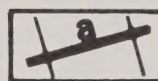
STUDY ROUTE



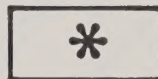
CROSS ROUTE



EXISTING LANDSCAPING



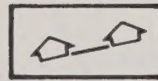
LANDSCAPE ANALYSIS SEGMENT



SIGNIFICANT LANDMARK



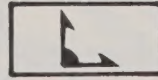
MAJOR VISTAS



CONTINUOUS VISTAS



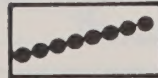
CONTINUOUS FORWARD VISTA



SWEEPING VISTAS

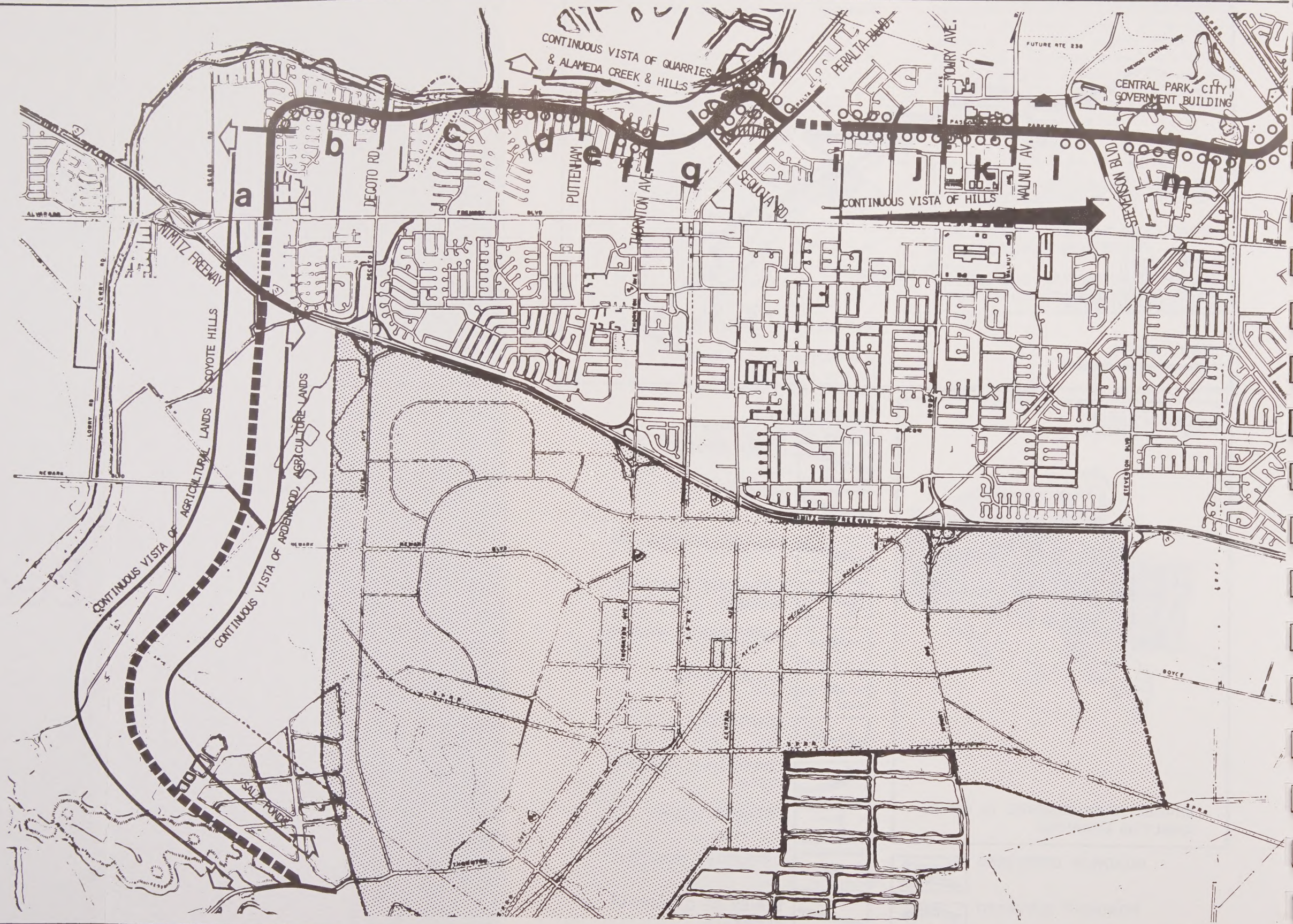
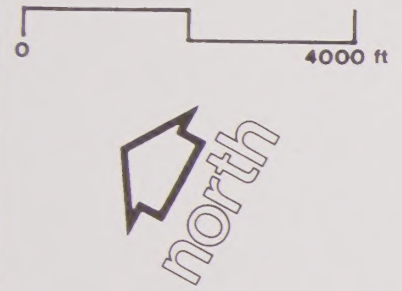


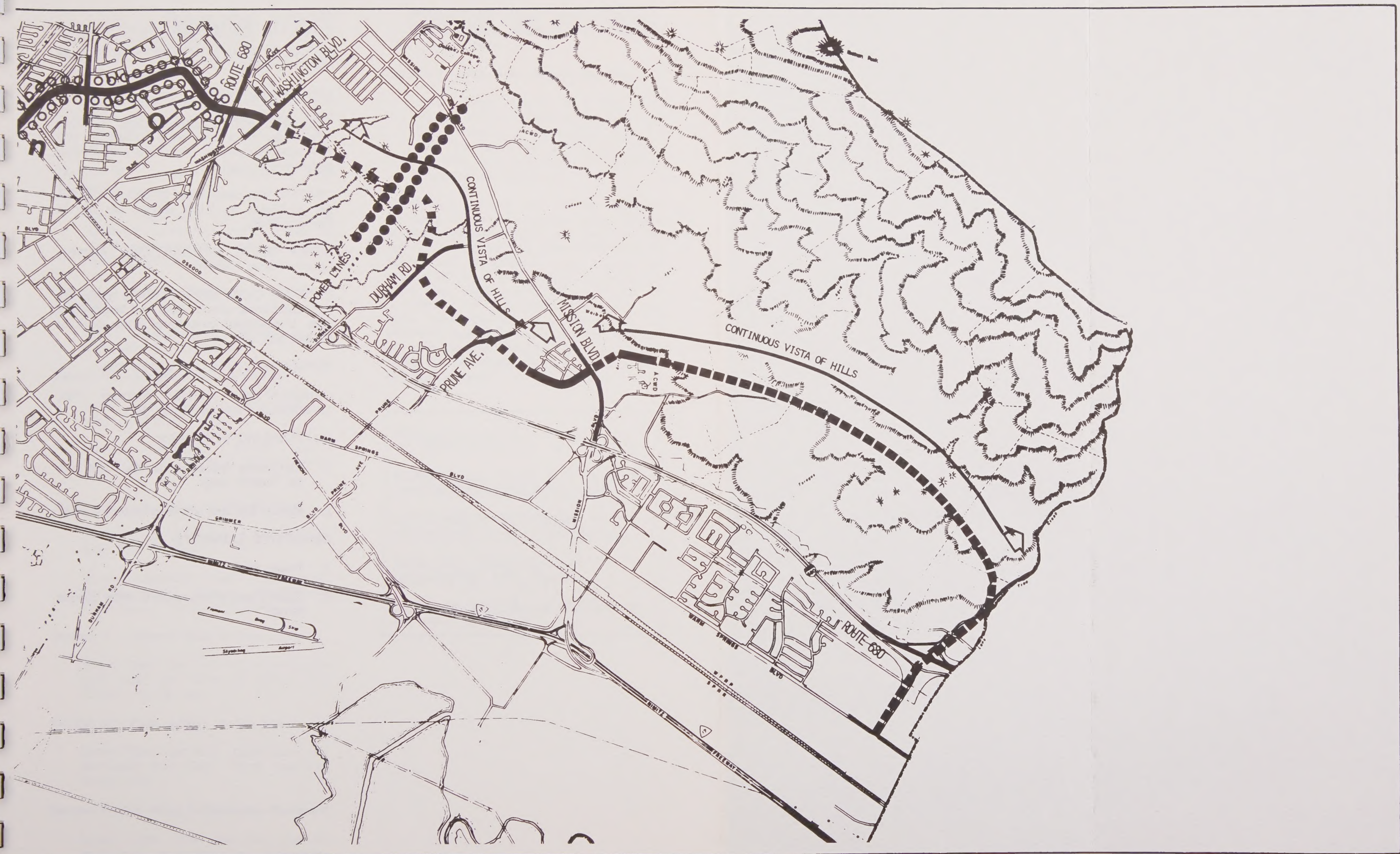
DISRUPTIVE ELEMENT



SERIES OF DISRUPTIVE ELEMENTS

exhibit 9
PASEO
PADRE
PARKWAY
scale





MISSION BLVD

fact sheet

LIMITS OF ROUTE: Northern City limits to Nimitz Freeway.

LENGTH: 10.0 miles.

TYPE AND WIDTH: Thoroughfare; 104 foot right-of-way (four lanes with median) to 168 foot wide right-of-way (four lanes with median and frontage road).

TRAFFIC VOLUME: From 27,000 vehicles per day at Mowry to 4,100 vehicles per day at Durham Road.

OTHER SCENIC DESIGNATIONS: Alameda County Scenic Element.

EXISTING LAND USES: Primarily residential with commercial uses at Niles and Mission San Jose. Undeveloped agricultural lands south of Mission San Jose.

TOPOGRAPHY: Flat and slightly hilly.

LANDSCAPING THEME: Moraine Ash, Liquidambar, Palm and Olive trees.

OUTSTANDING FEATURES:

1. Continuous awareness that the route is in the foothill range.
2. Mission San Jose and Niles Historical areas.

DISRUPTIVE ELEMENTS:

1. Power lines.
2. Scarred quarry hills north of Niles Canyon Road.

landscaping

Section A - Union City Boundary Line to Sullivan Underpass

Street Trees: West Side - City Boundary to King Avenue - Olives. No street improvements - areas are open agricultural areas.

Section B - Sullivan Underpass to Niles Boulevard

Street Trees: West Side - From Sullivan Underpass to Mayhews Road - Olives. No street improvements - areas are mostly open agricultural fields.

Section C - Niles Boulevard to Stevenson Boulevard

NOTE: Open fields and unimproved areas exist with no landscaping.

Section D - Stevenson to Las Palmas

Street Trees: East Side - Liquidambar - begin at Kimber Farms

Backup Landscape: Mixed types - Eucalyptus, Pines, Palms and Flowering Plum

Section E - Las Palmas to Driscoll Road

Street Trees: East Side - Liquidambar; West Side - Palms

Backup Landscape: Trees - Liquidambar; Shrubs - Abelia, Xylosma, and Photinia; Groundcover - Gazania and Hans Ivy

Section F - Driscoll Road to Palm Avenue

Street Trees: East Side - Open agriculture land; West Side Front of Mission High School - Carob tree

Section G - Palm Avenue to San Dimas

Street Trees: East Side - Open space, not developed; West Side - Carob trees and Sweet Gum

Section H - San Dimas to Washington Boulevard

Street Trees: Olive and Ash alternate sporadically up to Mill Creek Road; West

Side - Palms; East Side (from Telles Lane) - Palms

Section I - Downtown Mission San Jose

Street Trees: Mayten trees have been planted on the west side of the street; East Side - Historic Olives planted along the east side to Hunter Lane; Open space, primarily agricultural land dominates to Warm Springs Boulevard

SUMMARY: There are several different landscape situations existing along Mission Boulevard. Several different species of trees have been planted in the past. Since these areas are fairly well established, they should be maintained rather than completely changed to meet new design plans. As mentioned in Summaries of Stevenson Boulevard and Paseo Padre Parkway, a certain amount of flexibility must be maintained in the selection of plant material. Maintaining continuity of design does not necessarily mean using a specific and limited variety of plant material.

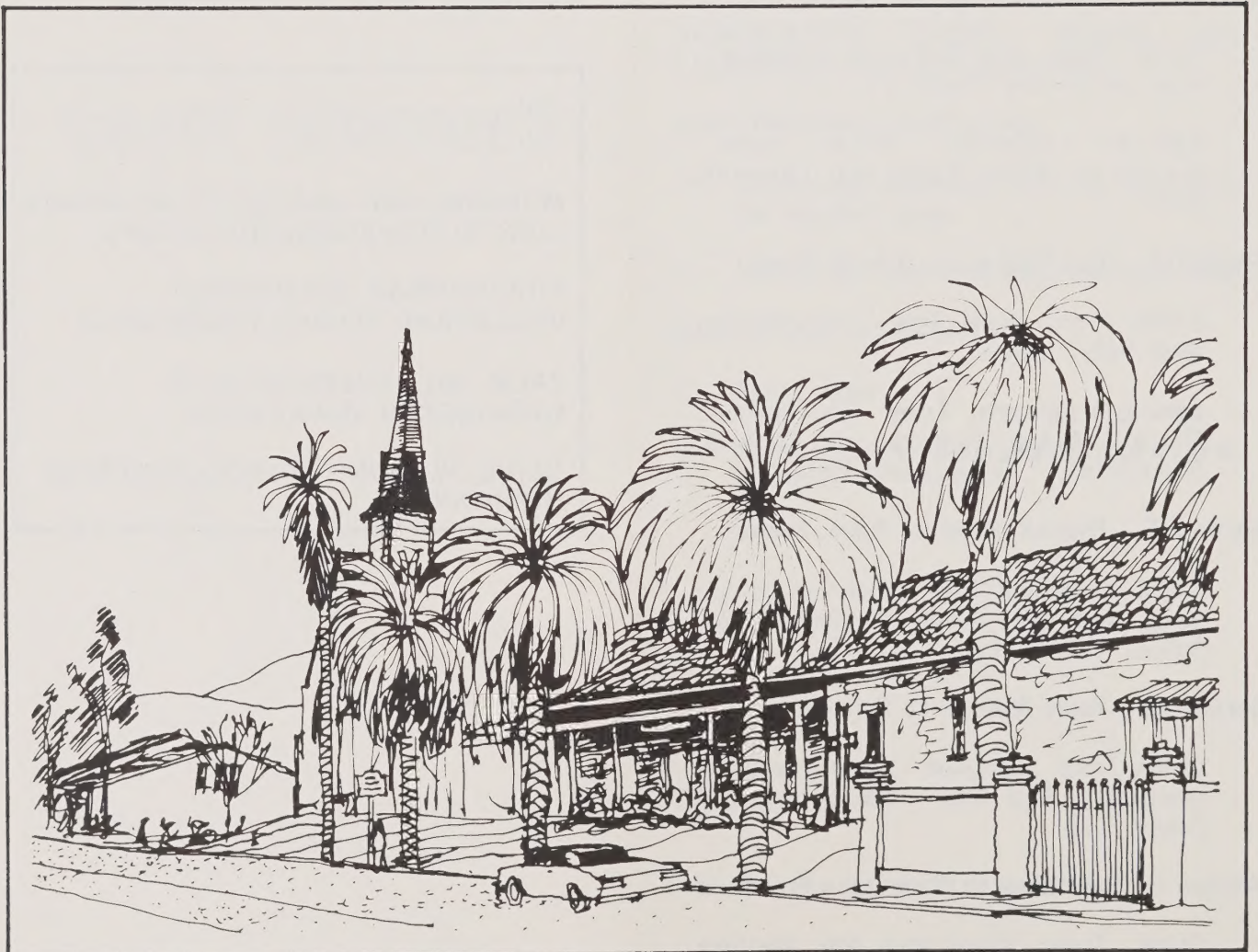
thematic trees

MORaine ASH - UNION CITY BOUNDARY LINE TO STEVENSON BOULEVARD

LIQUIDAMBAR - STEVENSON BOULEVARD TO MILL CREEK ROAD

PALM - MILL CREEK ROAD TO WASHINGTON BOULEVARD

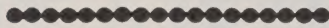
OLIVE - WASHINGTON BOULEVARD TO HIGHWAY 17



Mission San Jose, as seen from Mission Boulevard.

urban structure

STUDY ROUTE



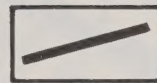
key plan



SHADED AREA COVERED IN ROUTE
ANALYSIS GRAPHICS

legend

EXHIBIT 10



STUDY ROUTE



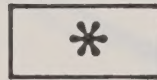
CROSS ROUTE



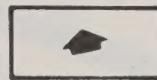
EXISTING LANDSCAPING



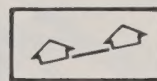
LANDSCAPE ANALYSIS
SEGMENT



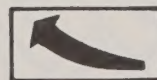
SIGNIFICANT LANDMARK



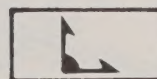
MAJOR VISTAS



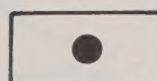
CONTINUOUS VISTAS



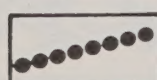
CONTINUOUS FORWARD
VISTA



SWEEPING VISTAS



DISRUPTIVE ELEMENT



SERIES OF DISRUPTIVE
ELEMENTS

exhibit 10 MISSION BLVD scale

0 4000 ft

north





FREMONT BLVD

fact sheet

LIMITS OF ROUTE: Northern City limits to Warm Springs Boulevard.

LENGTH: 8.7 miles.

TYPE AND WIDTH: Thoroughfare from 104 foot wide right-of-way (four lanes with median) to 200 foot wide right-of-way (six lanes with median).

TRAFFIC VOLUME: From 44,000 vehicles per day at Stevenson Boulevard to 12,000 vehicles per day at Warm Springs Boulevard.

OTHER SCENIC DESIGNATIONS: Alameda County Scenic Element.

EXISTING LAND USES: Primarily residential and commercial.

TOPOGRAPHY: Flat.

LANDSCAPING THEME: Tulip tree and Victoria Box.

OUTSTANDING FEATURES: Occasional vista of hills. Axial vista to hill ridges of Mission West Target Plan I area from Centerville to Irvington.

WARM SPRINGS BLVD

fact sheet

LIMITS OF ROUTE: From Fremont Boulevard to the southern City limits.

LENGTH: 4.1 miles.

TYPE AND WIDTH: Industrial thoroughfare; 68 foot wide right-of-way (four lanes).

TRAFFIC VOLUME: 9,600 vehicles per day at Fremont Boulevard to 6,500 vehicles per day at the southern City limits.

EXISTING LAND USES: Industrial and undeveloped.

PLANNED LAND USES: Crocker Industrial Park.

TOPOGRAPHY: Flat.

LANDSCAPING THEME: Pistacia tree

OUTSTANDING FEATURES:

1. Rural quality.
2. Vista of hills and the Bay Region.

DISRUPTIVE ELEMENTS: Power lines.

FREMONT BLVD landscaping

Section A - Lake Arrowhead Avenue to Highway 17

Street Trees: Backup landscape trees serve as street trees - east side only, Eucalyptus and Pines

Section B - Highway 17 to Darwin Drive

NOTE: Undeveloped area - no landscape

Section C - Darwin Drive to Decoto Road

NOTE: Area is only partially developed - Tulip trees on east side only - no median.

Section D - Decoto Road to Tamayo Street

Street Trees: Open space both sides of street - undeveloped

Median Landscape: Same as in Section M

Section E - Tamayo Street to Nicolet Avenue

Street Trees: East Side - Fronting on shopping center, Holly Oak and Elm trees.

Median Landscape: Same as in Section M

Section F - Nicolet Avenue to Alder Avenue

Street Trees: East Side - Tulip trees; West Side - Open agricultural land

Section G - Alder Avenue to Thornton Avenue

Street Trees: West Side - Glossy Privet/Holly Oak; East Side - Mixed types

Median Landscape: Trees - Mixed types; Shrubs - Abelia; Groundcover - Lawn

Section H - Thornton Avenue to Peralta Boulevard

Street Trees: Both Sides - Victorian Box

Section I - Peralta Boulevard to Central Avenue

Street Trees: Both Sides - Tulip trees fade into Victorian Box trees through the business district.

Median Landscape: No median through the business district.

Section J - Central Avenue to Eggers Drive

Street Trees: Predominantly Tulip trees (both sides)

Median Landscape: Trees - Mixed types; Shrubs - Pink Indian Hawthorne & Lily of the Nile; Groundcover - Gazania

Section K - Eggers Drive to Country Drive

Street Trees: East Side Only - Holly Oak along front of Washington High School

Section L - Country Drive to Monroe Avenue

NOTE: Open space on both sides of the street. Tulip trees are designated.

Section M - Monroe Avenue to Mowry Avenue

Street Trees: East Side Only - Tulip trees

Section N - Mowry Avenue to Sundale Drive

NOTE: Both sides of the street are open and undeveloped with the exception of shopping centers which have a variety of mixed plant material planted in front along the street.

Section O - Sundale Drive to Stevenson Boulevard

Street Trees: East Side - Tulip tree; West Side - Holly Oak

Median Landscape: Mixed varieties; Shrubs - Pink India Hawthorne & Lily of the Nile

Section P - Stevenson Boulevard to Grimmer Boulevard

Street Trees: Predominantly Modesto Ash

Median Landscape: Trees - Mayten tree; Shrubs - Rosemary & Lily of the Nile; Groundcover - Iceplant

Section Q - Grimmer Boulevard to Washington Boulevard

Street Trees: Holly Oak

Median Landscape: Trees - Holly Oak;

Shrubs - Pink India Hawthorne & Lily of the Nile

Section R - Washington Boulevard to Blacow Road

Street Trees: Sparce plantings - mixed varieties Holly Oak and Brazilian Pepper

Section S - Blacow Road to Warm Springs Boulevard

NOTE: No landscaping - much of this area is in agricultural pasture land. Sparce plantings of horsetail trees (Casaurina) do occur.

SUMMARY: With the exception of the Centerville and Irvington business districts and any shopping centers fronting on Fremont Boulevard, Tulip trees will be used as the street tree. In the business districts, Victorian Box trees will be used to permit commercial sign exposure.

thematic trees

TULIP TREES AS STREET TREES

VICTORIAN BOX TREES IN COMMERCIAL AREAS

WARM SPRINGS BLVD landscaping

Section T - Fremont Boulevard to Mission Boulevard

Street Trees: None; Designated - Pistacia; area is open agricultural land

Section U - Mission Boulevard to Lippert Avenue

Street Trees: Pistacia - sparce plantings; area is primarily agricultural orchards

Section V - Lippert Avenue to Gable Drive

Street Trees: East Side - Pistacia tree; West Side - Agricultural land

Backup Landscaping: Trees - Olive; Shrubs - Rosemary

Section W - Gable Drive to Camphor Avenue

NOTE: Open space - no landscaping or trees.

Section X - Camphor Avenue to Scott Creek Road

Street Trees: East Side Only - mixed types - Eucalyptus, Pine and Palms

Designated Tree: Pistacia Chinensis

SUMMARY: Most of the land fronting on Warm Springs Boulevard from Fremont Boulevard to Scott Creek Road and the Milpitas boundary is primarily agricultural in nature. As light industry increases, so will street improvements and the development of a landscape theme. Pistacia Chinensis is the designated tree for this boulevard.

thematic tree

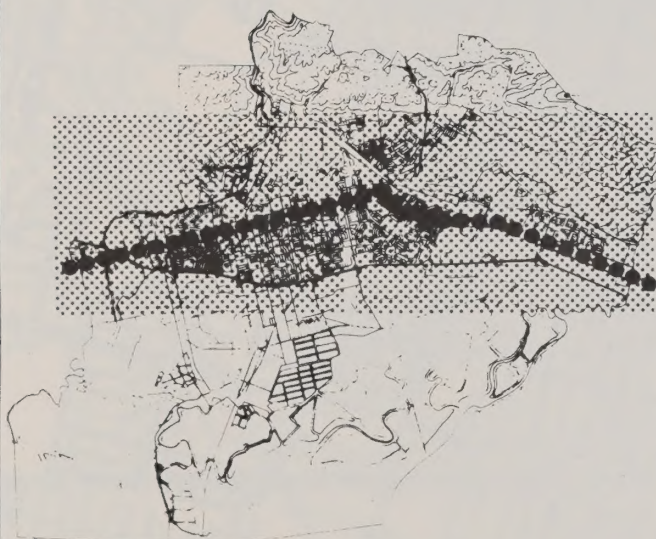
PISTACIA CHINENSIS

urban structure

STUDY ROUTE



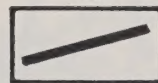
key plan



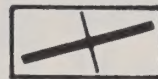
SHADED AREA COVERED IN ROUTE
ANALYSIS GRAPHICS

legend

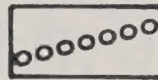
EXHIBIT 11



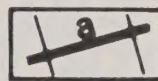
STUDY ROUTE



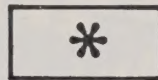
CROSS ROUTE



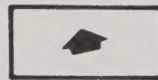
EXISTING LANDSCAPING



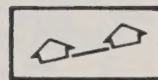
LANDSCAPE ANALYSIS
SEGMENT



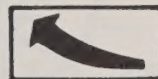
SIGNIFICANT LANDMARK



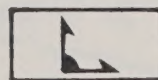
MAJOR VISTAS



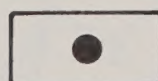
CONTINUOUS VISTAS



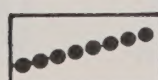
CONTINUOUS FORWARD
VISTA



SWEEPING VISTAS



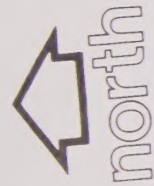
DISRUPTIVE ELEMENT



SERIES OF DISRUPTIVE
ELEMENTS

exhibit 11
FREMONT BLVD
WARM
SPRINGS BLVD
scale

0 4000 ft





WASHINGTON BLVD

fact sheet

LIMITS OF ROUTE: Fremont Boulevard to Mission Boulevard.

LENGTH: 2.3 miles.

TYPE AND WIDTH: Thoroughfare; 104 foot wide right-of-way (four lanes with median).

TRAFFIC VOLUME: 24,000 vehicles per day at Fremont Boulevard to 4,700 vehicles per day at Mission Boulevard.

EXISTING LAND USES: Commercial from Fremont to Osgood and at Mission Boulevard Residential elsewhere.

PLANNED LAND USES:

1. Further development of the old Ohlone College campus.
2. Tennis court complex at the Giles Estate at Driscoll Road.

TOPOGRAPHY: Slightly hilly.

LANDSCAPING THEME: Olive tree

OUTSTANDING FEATURES: View of Mission San Jose

landscaping

Section A - Fremont Boulevard to Olive Avenue

Street Trees: None - mixed trees exist along undeveloped portions

Section B - Olive Avenue to Palm Avenue

Street Trees: Mixed types - no organized development

Section C - Palm Avenue to Washington Common

Street Trees: South Side - Modesto Ash and Olive; North Side - Olive

Section D - Washington Common to Jerome Avenue

Street Trees: Mixed types - no street improvement

Section E - Jerome Avenue to Bryant Street

Street Trees: South Side - Olive trees; North Side - Mixed types

Section F - Bryant Street to Mission Boulevard

Street Trees: None - no street improvements

thematic tree

OLIVE TREE

urban structure

STUDY ROUTE



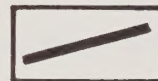
key plan



SHADED AREA COVERED IN ROUTE
ANALYSIS GRAPHICS

legend

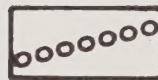
EXHIBIT 12



STUDY ROUTE



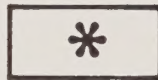
CROSS ROUTE



EXISTING LANDSCAPING



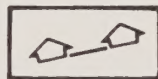
LANDSCAPE ANALYSIS
SEGMENT



SIGNIFICANT LANDMARK



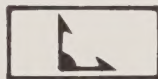
MAJOR VISTAS



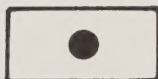
CONTINUOUS VISTAS



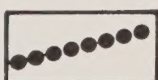
CONTINUOUS FORWARD
VISTA



SWEEPING VISTAS



DISRUPTIVE ELEMENT



SERIES OF DISRUPTIVE
ELEMENTS

exhibit 12

WASHINGTON
BLVD

scale

0 2000 ft

north

CONVENT
MISSION

MISSION
CONVENT
HILLS

METAL
BUILDING

PALMS

CANYON

EUCALYPTUS

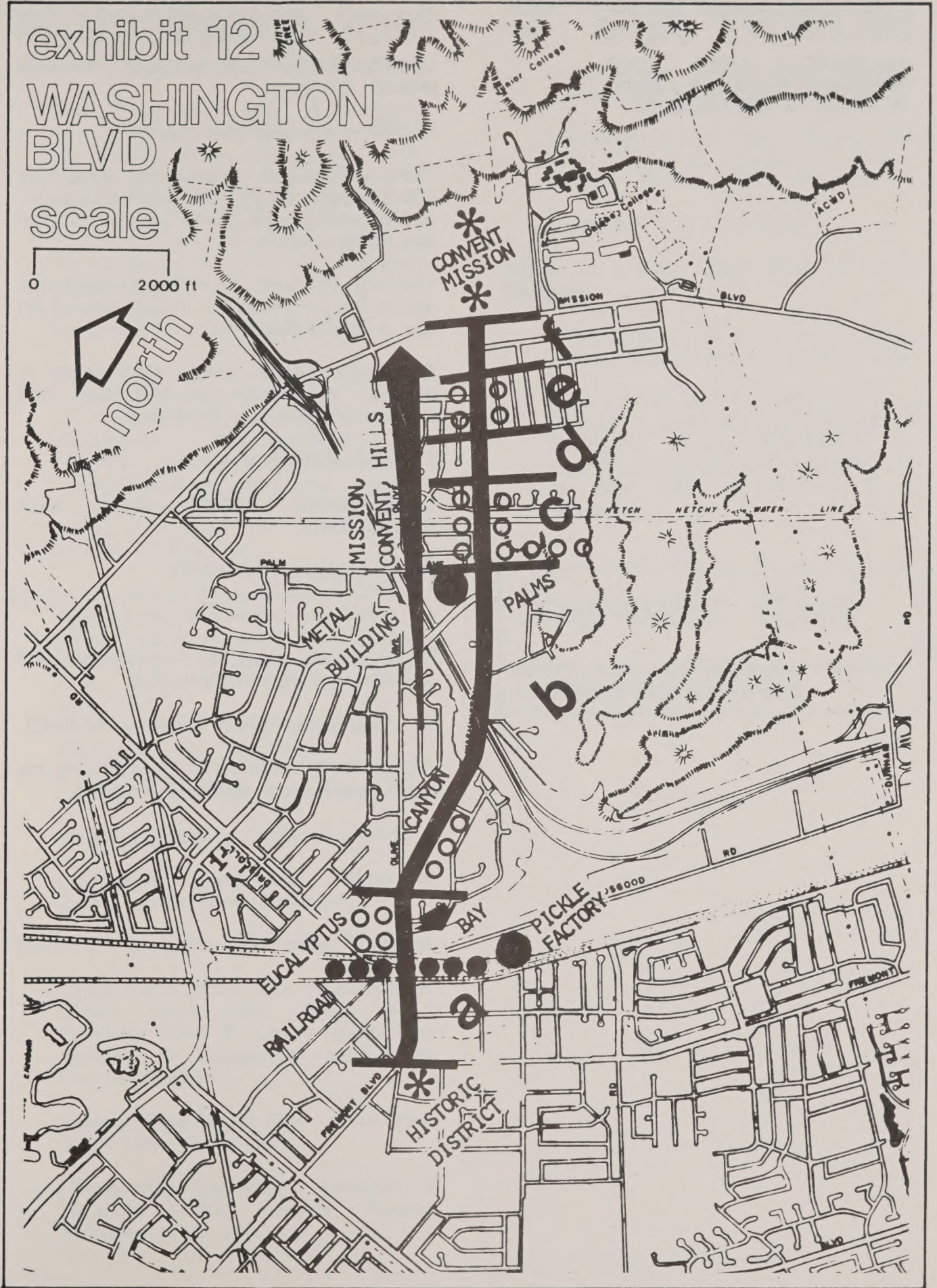
RAILROAD

HISTORIC
DISTRICT

PICKLE
FACTORY

a

b



MOWRY AVE

INCLUDING 3,500 FOOT
PORTION PREVIOUSLY KNOWN
AS PERALTA BOULEVARD.

fact sheet

LIMITS OF ROUTE: From Nimitz Freeway to
Mission Boulevard.

LENGTH: Approximately 3.7 miles.

TYPE AND WIDTH: Thoroughfare; varies from
104 foot right-of-way (four lanes with median)
to 168 foot right-of-way (four lanes with median
and frontage road).

TRAFFIC VOLUME: From 36,000 vehicles per
day at Nimitz Freeway to 14,000 vehicles per
day at Peralta Boulevard.

EXISTING LAND USES: Commercial to
Blacow, Residential to Argonaut, and
Commercial/Residential to Mission.

TOPOGRAPHY: Flat.

LANDSCAPING THEME: Sweet Gum
(Liquidambar)

OUTSTANDING FEATURES:

1. Eastbound, continuous vista of hills.
2. Occasional views of Mission Peak and
Central Park and Shinn Park.
3. View of underpass at Overacker and BART.

DISRUPTIVE ELEMENTS: Some parking lots
could benefit from additional screening.

landscaping

Section A - Nimitz Freeway to Blacow Road

Street Trees: North Side - None existing up to Blacow Road; South Side - Liquidambar (Sweet Gum) planted from freeway exit ramp to one block east of Farwell Drive. GEMCO Shopping Center frontage has a mixed variety of trees which serve as a screen between the avenue and the parking lot. Elms and pines dominate the area.

Designated Tree: Liquidambar

NOTE: Because of the shopping center concept of development and the fact that all maintenance of planted areas are the responsibility of the shopping center, no street tree installations were required. The GEMCO landscape design was completed by the developer before the City had a chance to enforce the use of specific varieties of street trees.

Section B - Blacow Road to Sutter Drive

Street Trees: North Side - Mixed planting (Liquidambar, Eucalyptus, Canary Island Pine); South Side Eucalyptus, Canary Island Pine.

Designated Tree: Liquidambar

Frontage Road Trees: Flowering Plum

Median Landscaping: None developed

Intersection Landscaping (Mowry & Sutter): Aleppo Pines & Junipers

Section C - Sutter Drive to Fremont Boulevard

Street Trees: North Side - Eucalyptus & Canary Island Pines; South Side - Flowering Plum & Canary Island Pine changing to Liquidambar just before Fremont Boulevard.

Frontage Road: North Side - Carob trees; South Side - Holly Oaks.

Intersection Landscape (Argonaut & Mowry): Aleppo Pines & Junipers northwest corner only.

Section D - Fremont Boulevard to Civic Center Drive

Street Trees: North Side - Primarily Liquidambar; South Side - Liquidambar

Median Landscape: Trees - Canary Island Pine, Eucalyptus, Liquidambar; Shrubs - Junipers, Jasmine, Lily of the Nile

Designated Tree: Liquidambar

Section E - Civic Center Drive to Peralta Boulevard

Street Trees: North & South Sides - Liquidambar planted up to BART overpass.

NOTE: From BART overpass to Peralta Boulevard is presently undeveloped and in agriculture. Future development will include continuation of Liquidambar trees as main street element to Peralta Boulevard.

thematic tree

SWEET GUM (LIQUIDAMBAR) - ENTIRE LENGTH OF MOWRY AVENUE

urban structure

STUDY ROUTE



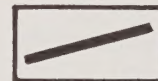
key plan



SHADED AREA COVERED IN ROUTE
ANALYSIS GRAPHICS

legend

EXHIBIT 13



STUDY ROUTE



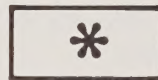
CROSS ROUTE



EXISTING LANDSCAPING



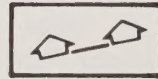
LANDSCAPE ANALYSIS
SEGMENT



SIGNIFICANT LANDMARK



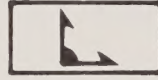
MAJOR VISTAS



CONTINUOUS VISTAS



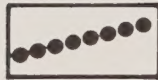
CONTINUOUS FORWARD
VISTA



SWEEPING VISTAS



DISRUPTIVE ELEMENT



SERIES OF DISRUPTIVE
ELEMENTS

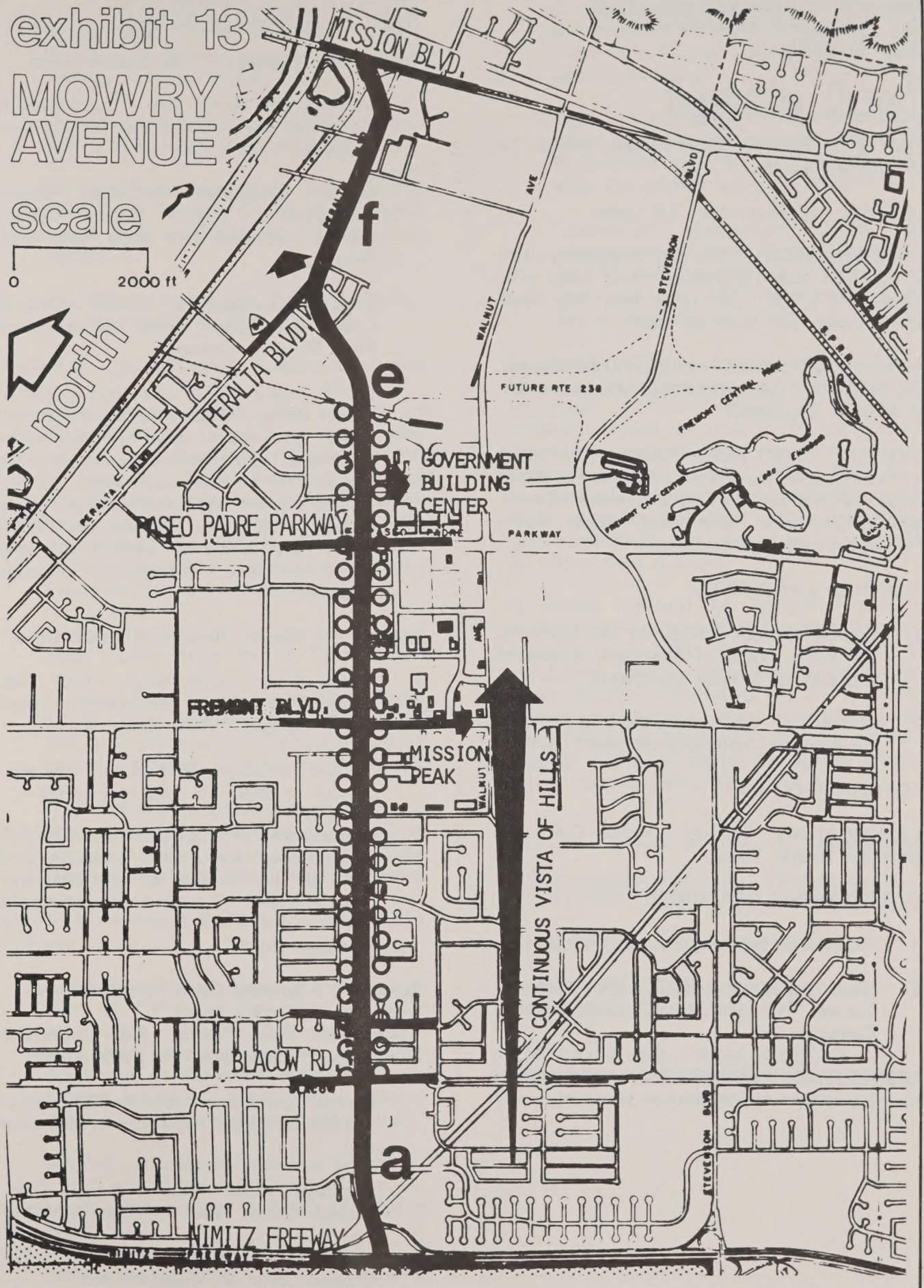
exhibit 13

MOWRY
AVENUE

scale

0 2000 ft

north



STEVENSON BLVD fact sheet

LIMITS OF ROUTE: From Nimitz Freeway to Mission Boulevard.

LENGTH: Approximately 2.8 miles.

TYPE AND WIDTH: Thoroughfare; varies from a 104 foot wide right-of-way (four lanes with median) to a 168 foot right-of-way (four lanes with median and frontage road).

TRAFFIC VOLUME: From 22,000 vehicles per day at Nimitz Freeway to 5,000 vehicles per day at Mission Boulevard.

EXISTING LAND USES: Primarily residential and commercial from Nimitz Freeway to Paseo Padre Parkway and the City Government Center and undeveloped land from Paseo Padre Parkway to Mission Boulevard.

PLANNED LAND USES:

1. California State School for the Deaf and the Blind, north of Stevenson Boulevard and east of Mission Boulevard.
2. Pedestrian mall between the City Government Center and the BART Station.

TOPOGRAPHY: Flat.

LANDSCAPING THEME: Holly Oak and Brazilian Pepper Trees.

OUTSTANDING FEATURES:

1. Eastbound, continuous vista of hills.
2. View of Mission Peak, Niles Canyon, Central Park and the City Government Center.

DISRUPTIVE ELEMENTS: Some parking lots could benefit from additional screening.

landscaping

Section A - Highway 17 to Blacow Road

Street Trees: North Side - Eucalyptus & Holly Oak mixed; South Side - Tulip tree; Proposed - Holly Oak

Median Landscape: Informal Pattern Arrangement; Trees - Deodar Cedars; Shrubs - Junipers, Pink India Hawthorne, Photinia

Back-up Landscaped Areas: Ground Cover - Hypericum; Trees - Canary Island Pine; Shrubs - Junipers

NOTE: Holly Oak or other tree species of similar size and shape are presently planted along the main drive of Stevenson Boulevard from Highway 17 east to Davis Street. The frontage roads have different species planted and vary from section to section. Holly Oak or Brazilian Pepper prevail and should be used as the main street tree along this length of Stevenson Boulevard.

Section B - Blacow Road to Sundale Drive

Street Trees: North Side - Holly Oak; South Side - Trees non-existent - open area; Proposed - Holly Oak

Median Landscape: No Median; Proposed - Similar to selection used in Section A

Intersection Landscape (Sundale & Besco): Ground cover and Allepo Pines consistent with all intersections on this boulevard from Highway 17 to Fremont Boulevard.

Frontage Road:

Section C - Sundale Drive to Besco Drive

Street Trees: North Side - Brazilian Pepper; South Side - Brazilian Pepper

Median Landscape: No median; Future installation should relate to that of Section A.

Frontage Road Trees: North Side - Ginkgo; South Side - Fruitless Mulberry

Intersection Planting (Besco & Davis): Ground cover and Allepo Pines

Section D - Besco Road to Davis Street

Street Trees: North & South Sides - Brazilian Pepper changes to Holly Oak halfway to Davis Street.

Median Landscape: No Median; Future plan should follow that of Section A.

Frontage Road Trees: North Side - Ginkgo trees from Section C are discontinued; South Side - Mulberrys through next Section E.

Intersection Landscape (Besco & Davis): Ground cover and Allepo Pines.

Section E - Davis Street to Fremont Boulevard

Street Trees: North Side - East of Davis-Stevenson intersection street trees discontinue except for a 100-yard stretch in front of Apple Apartments where Liquidambar trees have been planted; South Side - Brazilian Pepper are discontinued and California Pepper is used to a point 100 yards west of the Stevenson-Fremont intersection.

Median Landscape: No median; Future plans should follow that of Section A.

Frontage Road Trees: North Side - None; South Side - Mulberry trees continue to the same point as the California Peppers within 100 yards of Fremont Boulevard.

Intersection Planting: With a gas station on one corner and a professional building on another and two vacant corner lots, there is no unifying landscape element at present.

Section F - Fremont Boulevard to Paseo Padre Parkway

Street Trees: North Side - For 200 yards east of Fremont-Stevenson Boulevard intersection, Moraine Ash are planted. Agriculture fields occupy the rest of the north side of Stevenson Boulevard up to Mission Boulevard; South Side - Moraine Ash line the street to Paseo Padre Parkway.

Median Landscaping: None at present.

Section G - Paseo Padre Parkway to Mission Boulevard

Street Trees: North Side - Agricultural

fields. No development; South Side - Deodar Cedars line part of Stevenson Boulevard up to civic center entrance, from there to Mission Boulevard is open agricultural fields.

Median Landscaping: No median exists. When developed they should relate to the surrounding parklike setting, consistent with the median design in Section A.

Intersection Landscape: Both the intersections of Paseo Padre & Stevenson and Mission Boulevard & Stevenson are open and not fully landscaped to any degree that indicates a continuity of design.

SUMMARY: There are several different landscape situations that exist along Stevenson Boulevard. Different species of trees and landscape shrubs are used in the situations to accomplish certain effects. Not all the varieties used are the best possible choice; however, at the time of installation, they were determined to be such. Specific street designs have already been established, they should be maintained as is, rather than changed.

A certain amount of flexibility must be maintained in street tree and landscape material selection and design because of varying site conditions. Due to the existing variety in soil types, physical surroundings and micro climates, the use and design of plant material will vary. Nevertheless, it is possible through design to develop a general theme throughout a scenic route system within the City.

thematic trees

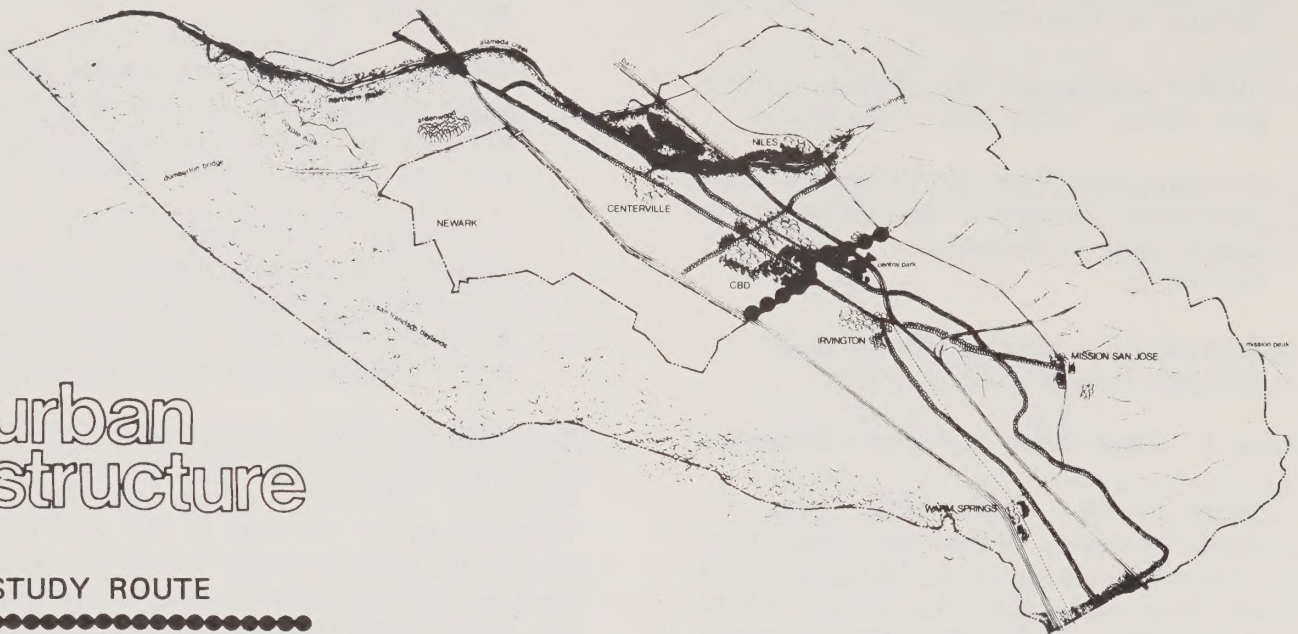
HOLLY OAK AND MORaine ASH

HOLLY OAK - FROM HIGHWAY 17 TO
FREMONT BOULEVARD

MORaine ASH - FROM FREMONT
BOULEVARD TO MISSION BOULEVARD

urban structure

STUDY ROUTE



key plan



SHADED AREA COVERED IN ROUTE ANALYSIS GRAPHICS

legend

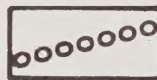
EXHIBIT 14



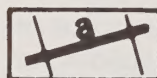
STUDY ROUTE



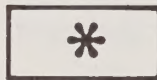
CROSS ROUTE



EXISTING LANDSCAPING



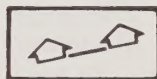
LANDSCAPE ANALYSIS SEGMENT



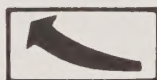
SIGNIFICANT LANDMARK



MAJOR VISTAS



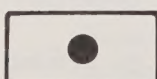
CONTINUOUS VISTAS



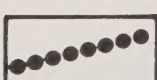
CONTINUOUS FORWARD VISTA



SWEEPING VISTAS



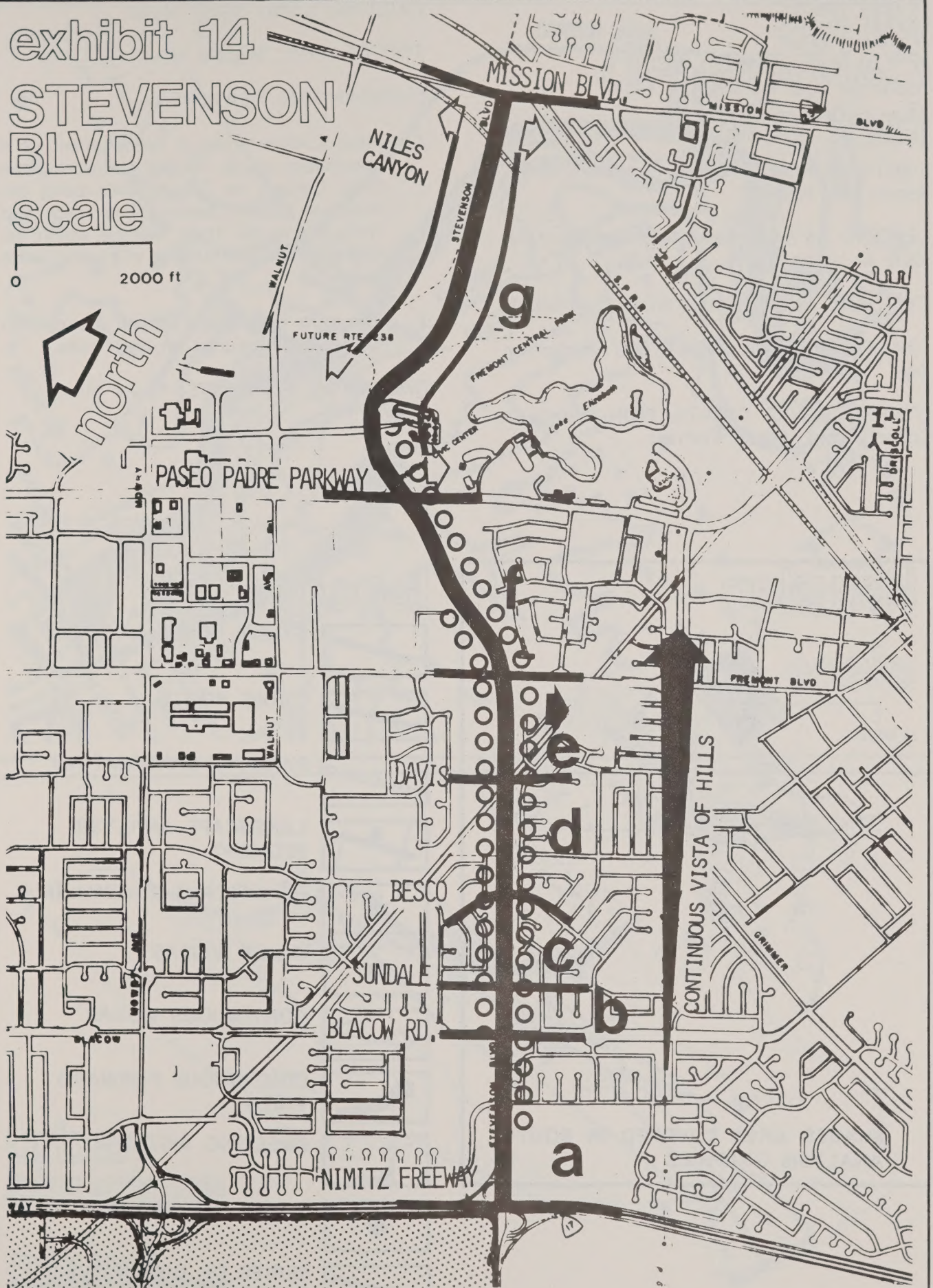
DISRUPTIVE ELEMENT



SERIES OF DISRUPTIVE ELEMENTS

exhibit 14
STEVENSON
BLVD
scale

0 2000 ft



NILES CANYON RD fact sheet

LIMITS OF ROUTE: Mission Boulevard to the eastern city limits.

LENGTH: 8.4 miles (including a segment of the route in Union City).

TYPE AND WIDTH: State route (two lanes).

TRAFFIC AND VOLUME: 13,000 vehicles per day.

OTHER SCENIC DESIGNATION: Alameda County Scenic Route Element.

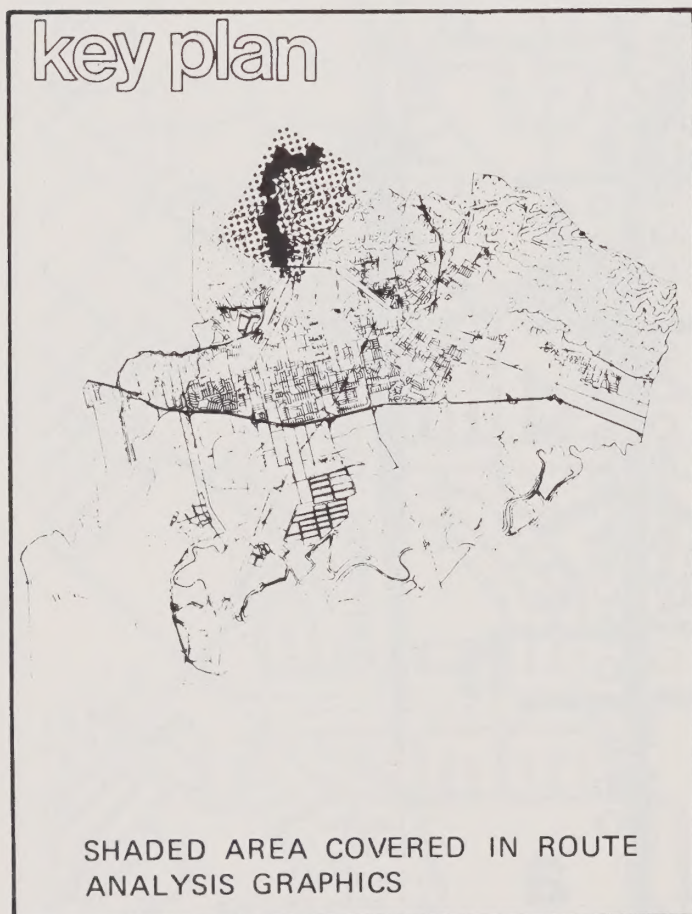
EXISTING LAND USES: Rural.

TOPOGRAPHY: Slightly hilly.

OUTSTANDING FEATURES:

1. Niles Canyon Road is one segment of a continuous scenic feature connecting the Niles Canyon to Coyote Hills along the Alameda Creek Channel. The roads and trails connecting these features should be identified and coordinated in a scenic route design.
2. The route is through a canyon. The canyon walls are continuous on both sides.

DISRUPTIVE ELEMENTS: Power lines.

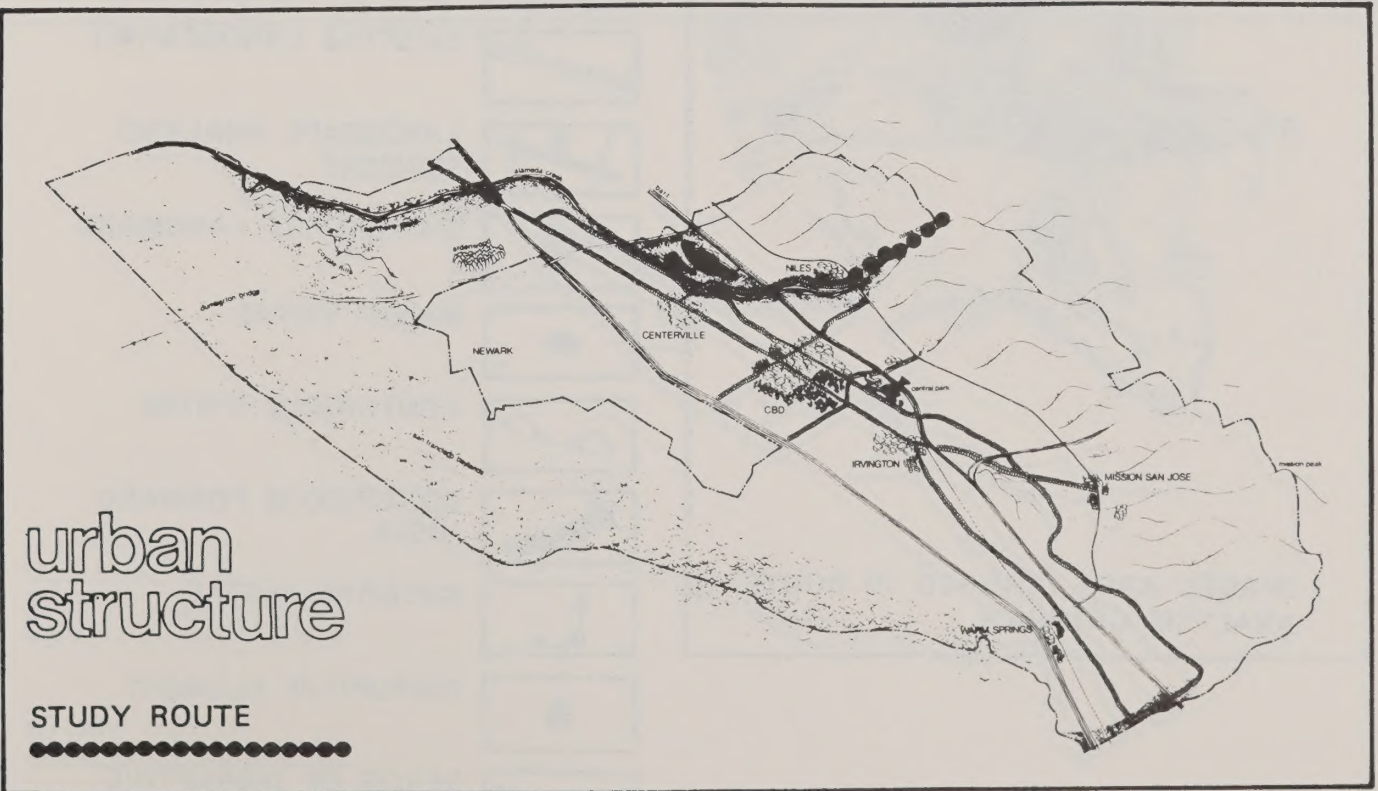
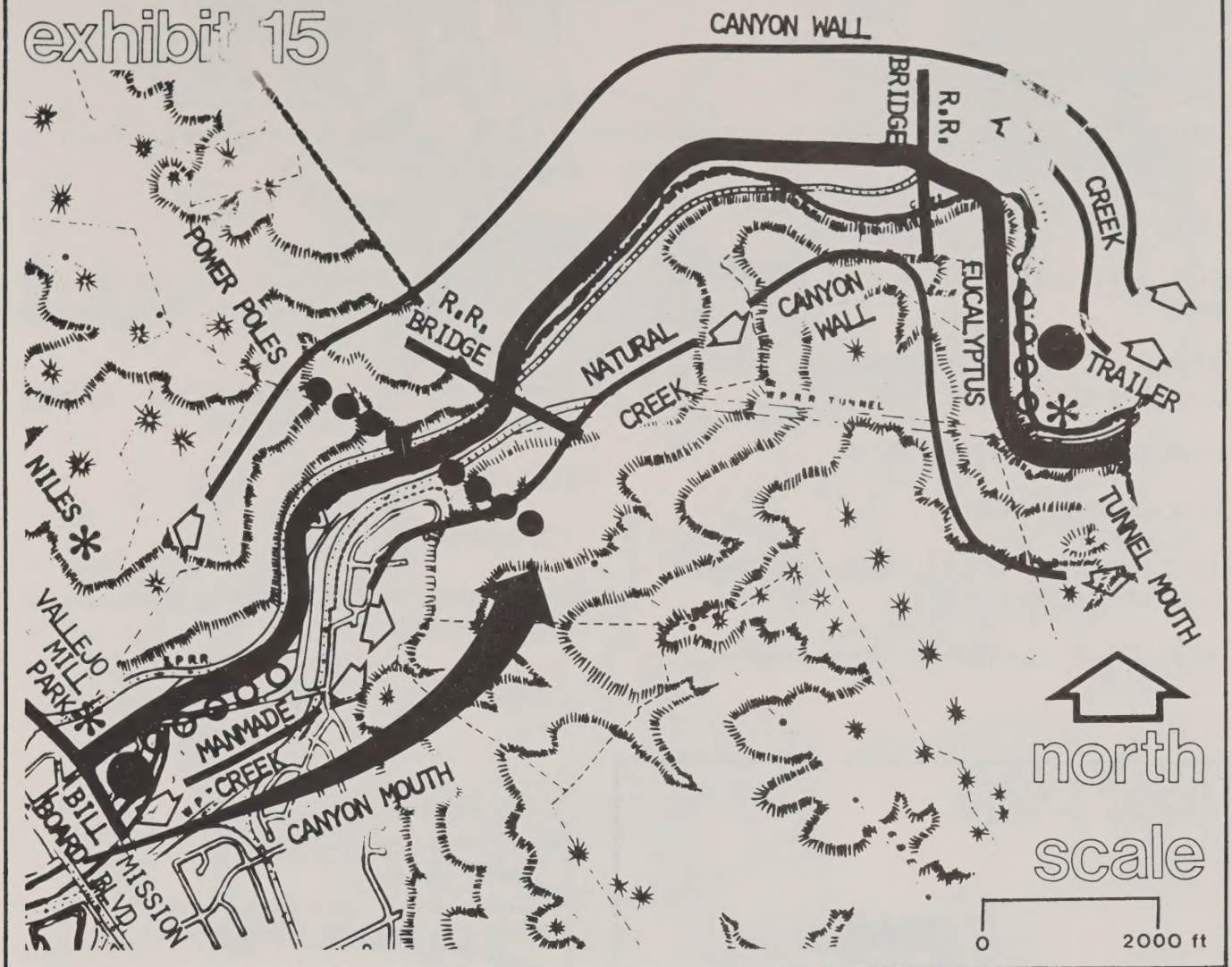


legend

EXHIBIT 15

- | | |
|--|-------------------------------|
| | STUDY ROUTE |
| | CROSS ROUTE |
| | EXISTING LANDSCAPING |
| | LANDSCAPE ANALYSIS SEGMENT |
| | SIGNIFICANT LANDMARK |
| | MAJOR VISTAS |
| | CONTINUOUS VISTAS |
| | CONTINUOUS FORWARD VISTA |
| | SWEEPING VISTAS |
| | DISRUPTIVE ELEMENT |
| | SERIES OF DISRUPTIVE ELEMENTS |

exhibit 15



VARGAS RD

fact sheet

LIMITS OF ROUTE: Route 680 to Morrison Canyon Road.

LENGTH: 2 miles.

TYPE AND WIDTH: Minor rural; two narrow lanes.

OTHER SCENIC DESIGNATION: Alameda County Scenic Route Element.

EXISTING LAND USES: Rural.

TOPOGRAPHY: Hilly.

OUTSTANDING FEATURES: Continuous vistas of undulating hills.

DISRUPTIVE ELEMENTS: Power lines.

MORRISON CANYON RD

LIMITS OF ROUTE: Mission Boulevard to eastern city limits.

LENGTH: 1.4 miles.

TYPE AND WIDTH: Minor rural; one lane with occasional widened shoulders for oncoming traffic.

OTHER SCENIC DESIGNATIONS: Alameda County Scenic Route Element.

EXISTING LAND USES: Rural.

TOPOGRAPHY: Hilly.

OUTSTANDING FEATURES: Continuous vista of undulating hills.

DISRUPTIVE ELEMENTS: Power lines.

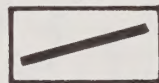
key plan



SHADED AREA COVERED IN ROUTE ANALYSIS GRAPHICS

legend

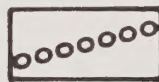
EXHIBIT 16



STUDY ROUTE



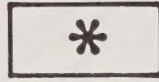
CROSS ROUTE



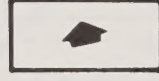
EXISTING LANDSCAPING



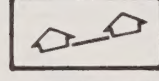
LANDSCAPE ANALYSIS SEGMENT



SIGNIFICANT LANDMARK



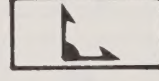
MAJOR VISTAS



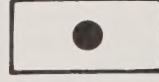
CONTINUOUS VISTAS



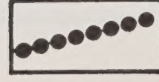
CONTINUOUS FORWARD VISTA



SWEEPING VISTAS

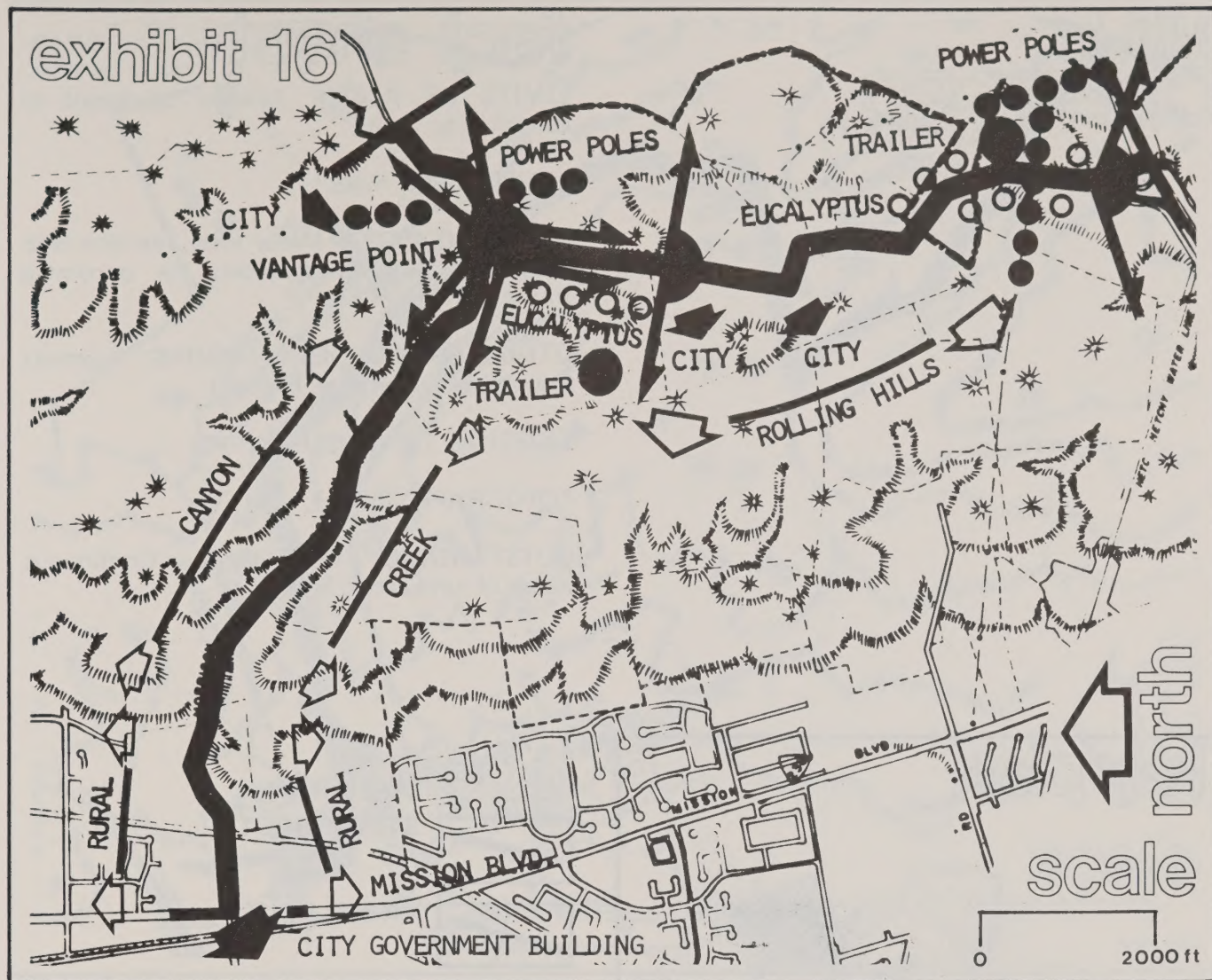


DISRUPTIVE ELEMENT



SERIES OF DISRUPTIVE ELEMENTS

exhibit 16



urban structure

STUDY ROUTE



MILL CREEK RD

fact sheet

LIMITS OF ROUTE: Mission Boulevard to eastern city limits.

LENGTH: 4.0 miles.

TYPE AND WIDTH: Minor rural; one lane with occasional widened shoulders for oncoming traffic.

OTHER SCENIC DESIGNATIONS: Alameda County Scenic Route Element.

EXISTING LAND USES: Rural.

TOPOGRAPHY: Hilly.

OUTSTANDING FEATURES: Continuous vistas of undulating hills.

key plan



SHADED AREA COVERED IN ROUTE
ANALYSIS GRAPHICS

legend EXHIBIT 17

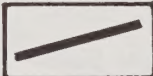
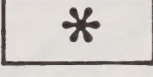
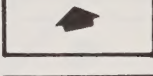
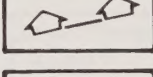
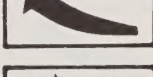
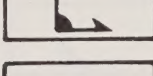
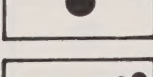
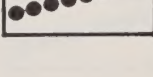
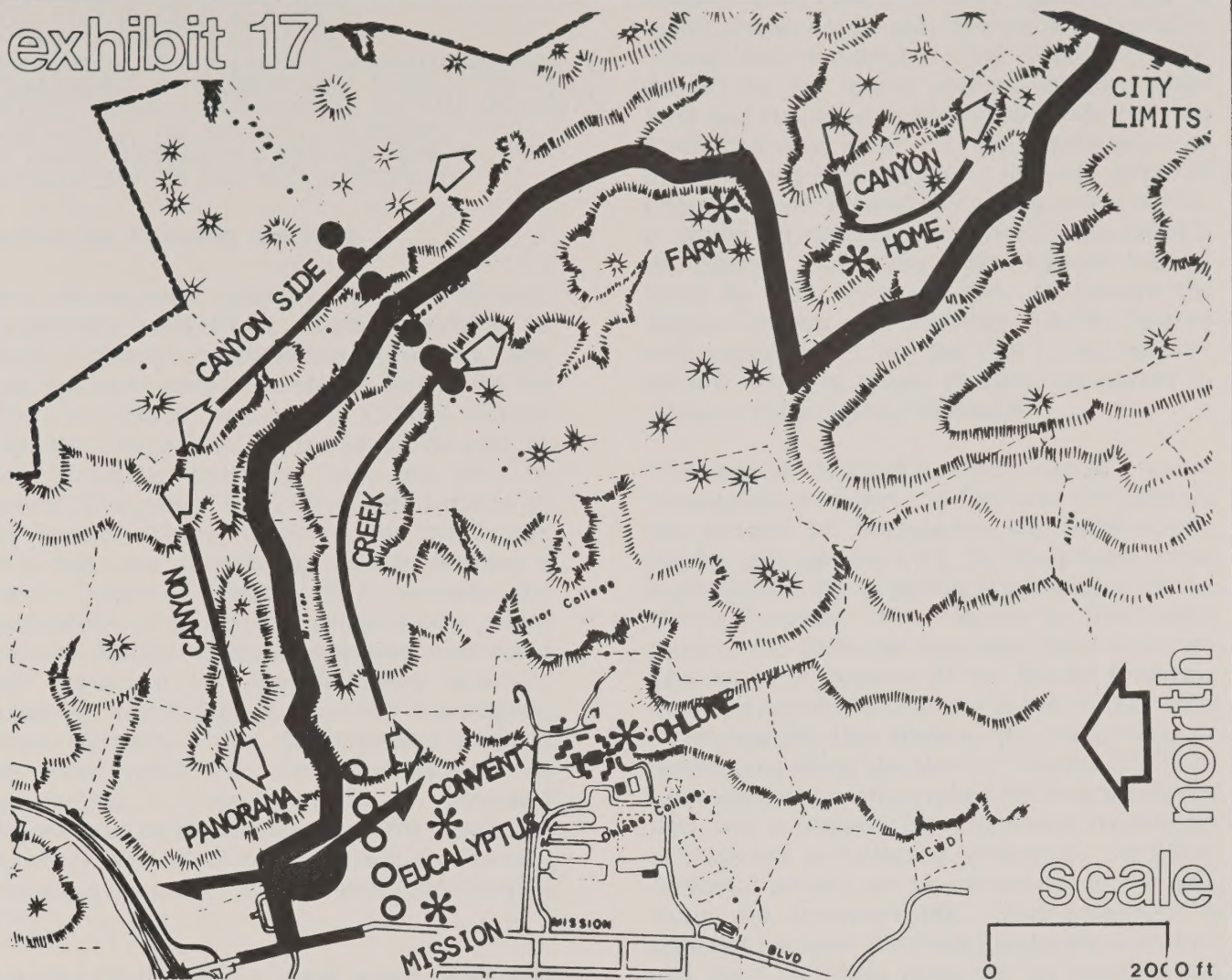
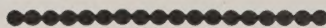
-  STUDY ROUTE
-  CROSS ROUTE
-  EXISTING LANDSCAPING
-  LANDSCAPE ANALYSIS SEGMENT
-  SIGNIFICANT LANDMARK
-  MAJOR VISTAS
-  CONTINUOUS VISTAS
-  CONTINUOUS FORWARD VISTA
-  SWEEPING VISTAS
-  DISRUPTIVE ELEMENT
-  SERIES OF DISRUPTIVE ELEMENTS

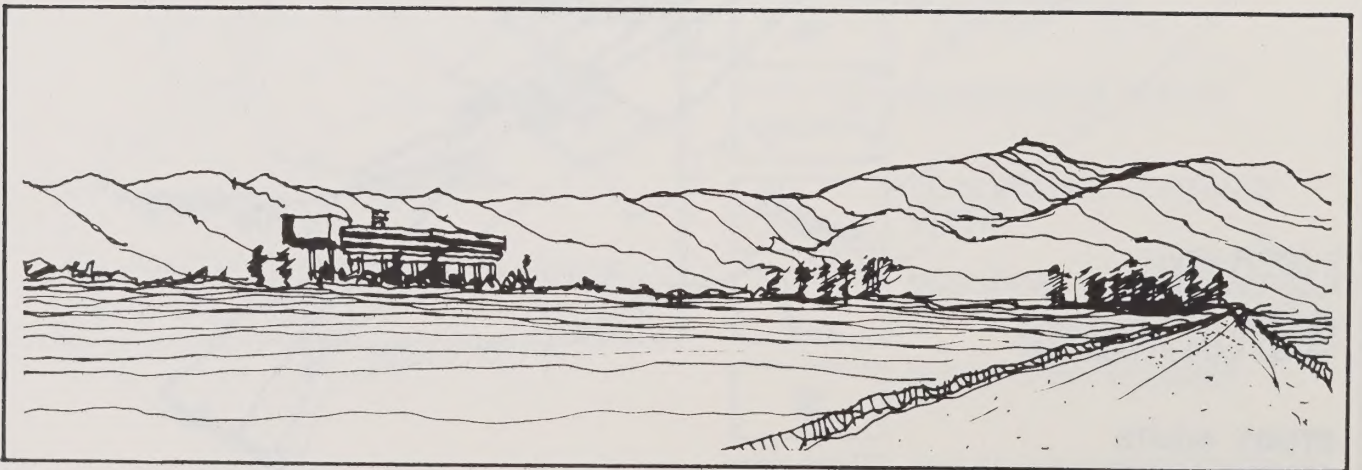
exhibit 17



urban structure

STUDY ROUTE





City Government Center and Mission Peak, as seen from Paseo Padre Parkway and Walnut Avenue.

POTENTIAL IMPLEMENTATION TECHNIQUES

Techniques Involving the State

Two devices exist whereby the City, through cooperation with State, could implement its scenic highway objectives and principals. The first has been introduced above; that is, for the City to pursue requesting Official Scenic Highway Designation by the State. As part of such a request, both the State and the City commit themselves to fulfilling the purposes of the Scenic Highway Element. For the State's part, they will consider requests to produce a Scenic Highway report. This involves the preparation of a scenic corridor survey and a highway facility study as discussed previously and composed of the following sections: Suggested scenic highway corridor boundaries; scenic elements within the suggested corridor; the relationship of the roadway to its surrounding environment; proposed realignments or improvements of the route; and potential locations of roadside rests, vista points, and areas for public or commercial information sites.

For the City's part, it must adopt plans and programs to pursue its own Scenic Highway Element purposes. At the minimum, these programs must include the following components: Regulation of land use, which may include density and/or the intensity of development; detailed land and site planning; control of outdoor advertising; careful attention to and control of earth moving and landscaping; and the design and appearance of structures and equipment.

As a result of this joint effort between the State and the City, it may be more possible for the City to achieve its stated objectives and principals with respect to scenic highways.

It should also be noted that State law enables the Department of Transportation to accept gifts of money or property for the purposes of establishing and maintaining a memorial, placed adjacent to any State highway in the State scenic highway system at a point of special scenic, historical, or cultural interest, where motorists may stop to appreciate and enjoy the point of interest. The State may, as well,

allocate funds from the State Highway Fund to match on an equal basis the value of any gifts offered and accepted by the Department for deposit in the special interest stopping place fund and may allocate additional funds from the State Highway Fund for the maintenance of property acquired pursuant to such gifts. In order for such a possibility to become a reality, it would be necessary for the City to prepare its required local plans and programs, for the State to work with the City to prepare the Scenic Corridor and Highway Facility Studies and subsequently, for the City to successfully request that its routes become designated as Official State Scenic Highways.

The second technique which would involve cooperation between the City and the State is the process of landscaping the State routes passing through the City. At the present time, work toward this objective is proceeding on the Nimitz Freeway. With respect to the Nimitz project, the State has requested input from the City as to an analysis of the Nimitz Freeway, materials which the City would desire to be used in landscaping that freeway and the phasing of landscaping along the Nimitz Freeway. Staff has been working on this project for several months now and is prepared to recommend its analysis of materials and phasing schemes to the State. A similar project can be carried out in the near future for Interstate 680. Once agreement is achieved between the State Landscape Architect and the City, these plans can be implemented as funds become available. The City should endeavor to cooperate as much as possible so that work in these directions is not impeded and so that work goes forward which meets the City's stated Scenic Highway purposes and maximizes the benefits to the City.

Local Techniques

The Zoning Ordinance:

While the City's zoning regulations do not, at the present time, address scenic highway concerns specifically, the lot area and the yard standards as well as the height limitations currently embodied in the ordinance have potential relevance to scenic highways. The larger the lot and yard and the lower the profile of the structure, the less the interference with vistas. To the extent that these standard dimensions might produce uniform development, however, they may also yield monotonous streetscapes.

Of particular relevance to a concern with scenic

routes are those sections in the zoning ordinance dealing with height limitations. While in general height is limited to either two and half stories and thirty feet, or three stories and thirty five feet, in some of the City's zones these limitations can be exceeded. For example, in the C-O administrative office district, the height regulations state the following: "There shall be no specific height limitation in the C-O district; provided, however, that before the construction of any structure which exceeds twenty-five feet in height shall be authorized, the commission shall make a finding that any such excess height will not be detrimental to the light, air, or privacy of any other structure." A similar limitation is stated in the Central Business District section of the code. In this case, the limitation is thirty-five feet unless the commission finds that light, air or privacy would not be damaged. Similar statements might be made in these and other zones with reference to scenic vistas.

Of the City's conventional zoning districts, the open space and agricultural districts have the greatest potential relevance to scenic highways. In the "A" zone, lot requirements and the regulation of uses tends to lead to sparse pattern of development. Natural vistas are typically not interfered with. A more rural atmosphere is created which may become a pleasant vista in itself. The "A" district permits some uses which can, if not well planned, lead to a cluttered and haphazard storage yard appearance. These uses typically come under the provisions of a use permit, however. Care should be taken to assure that conditions are established which avoid detracting from scenic resources in such situations.

The open space zone also yields a low intensity of development and has particular relevance to a concern for scenic highways. If geologic hazards exist, as they do on many of the hill faces, the open space district prohibits development. If only the constraint of steep slopes exists, then development can take place on ten acre or larger lots. In areas where no constraint exists, development can occur at one unit per acre.

The nonstandard planned district and planned unit development districts are of most potential relevance to scenic highways. Development under these districts could become a tool of scenic enrichment. More varied and interesting streetscapes could be created. Sensitive site planning could result in building to open space relations which frame and focus attention on

significant features.

While the four industrial zones (C-G, I-R, I-P and G-I) all deal with the question of height limitation, only the I-P district specifies no fixed standards. The other districts either specify a fixed standard or relate height limitations to nearby residential uses. In the I-R district, for instance, the height regulations indicate that "nonstructure within 200 feet of any 'R' district or an 'A' district designated for future residential use on the General Plan shall exceed either three stories or 50 feet in height." While no problem is inherent in this statement, it should be pointed out that no mention is made of scenic vistas. A rule similar to that stated for proximity to residential areas could be drafted for scenic routes. Within some distance of the right-of-way of the scenic route, a maximum height of three stories could be stated.

Another factor which should be noted with respect to the City's industrial district zones is the relatively more inclusive range of uses for the G-I district. The I-R and the I-P districts are more restricted and generally include the non-nuisance industries (administrative and executive offices, manufacturer of electric and electronic instruments). Consideration should be given to encouraging the establishment of the I-R and I-P zones in proximity to scenic routes in the industrial areas of the General Plan.

The purpose of the H-I combining district is "to promote and encourage the orderly development of hillside areas of the City by the application of regulations and requirements established to meet the particular problems associated with development of hillside areas." The regulations in this district increase lot area and lot width as a function of slope. An analysis might be made of how effectively this district achieves this purpose.

The City's parking regulations require screening and landscaping of parking areas. The economics of providing for screening and landscaping and the necessity of maintaining visibility both for safety and for commercial attractiveness usually limits screening to that which is required. Relevance of the screening requirements to scenic routes may be further analyzed.

While signs and billboards create visual problems along what might otherwise be scenic routes in some cities, the City of Fremont sign regulations are sufficiently strict to eliminate signs in this community as a major problem. A continuation of present efforts should be maintained.

While the above review indicates that the City does not at present have a zoning district specifically tailored to the scenic route element of the General Plan, the possibility of a scenic route combining zone does exist. Other communities have employed such a zone to protect their scenic resources. The City of Oakland is one such community. It has proposed a zone which is "intended to create, preserve and enhance areas where hillside terrains, wooded canyons and ridges and fine vistas or panoramas of Oakland, neighboring areas and the bay." It stresses the use of natural building materials, a preference for earth tone colors, naturalistic landscaping, step foundations, the avoidance of large flat building planes, and an emphasis on the design of roof lines and roof surfaces. Special provisions in Oakland's scenic resources zone deal with height restrictions on down slope lots. From a point three feet above the nearest edge of the paved roadway a line is drawn six degrees below the horizontal. If a structure is to be erected which would stand above this six degree line, then a conditional use permit is required for the project. Fremont might well explore modifications to its ordinance and the creations of scenic route combining zone. Such a possibility should be included on the action program for this scenic element. An investigation should be undertaken which would include evaluating other communities' experiences, existing zoning along Fremont's scenic routes, possible height setback and coverage regulations, and involve interested local groups.

Subdivision Ordinance

The City's Subdivision Regulations contain a number of provisions with direct relevance to scenic highways.

Subdividers are required to provide street trees, either within the street right-of-way or within a dedicated planning easement. Street trees are selected, installed and maintained in accord with the City's specifications. The City's tree planting plan attempts to establish the type of tree to be planted along each of the City's streets. A consistent planting along a street can provide it with a sense of continuity and identity. Where older street trees do not conform to this plan, they should be replaced after attrition according to the overall tree planting plan.

Subdividers are also required to underground all electric power and communication lines. This results in avoiding what might otherwise be a cluttered overhead vista. Similar efforts at other

points in the City should continue so that the problem often found in other communities can be avoided in Fremont.

While the Subdivision Ordinance specifies that standard lots should be at least 100 feet in depth, special provisions are made for lots along major thoroughfares. A lot on a major thoroughfare requires a minimum depth of 120 feet. The purpose of this is to provide the future residential use with a greater open buffer between the house and the noises and distractions associated with the street. This requirement for larger lots, however, also has the advantage of providing for wider vistas along major thoroughfares. It should be noted, however, that the backup treatment can produce rather monotonous environments if used exclusively for long stretches. Other provisions of the Subdivision Ordinance also have potential relevance to scenic highways. The requirement of dedication or reservation of land for parks and schools could be utilized to create institutional open space areas at crucial junctures along roadways so that distant views are held in prospective.

The City's grading regulations state the principle that "soil will not be stripped or removed from lands in the more scenic parts of the City, leaving the same barren, unsightly, unproductive and subject to erosion and the hazards of subsidence and faulty drainage." Further, this regulation endorses the purpose of "encouraging and directing special attention toward the retaining, insofar as practical, the natural planting and a maximum number of existing trees." This set of regulations supports the objectives and principles of the Scenic Highway Element. Since the Planning Commission is the reviewing agency for grading permits, the Commission can assure a respect for scenic resources at the time of grading permit review.

Finally, since so much of the immediate environment of the City's scenic roadways is determined by street landscaping and other components of the streetscape, the City should continue to work toward the adoption of the City Landscaping Plan. Consistent theme trees should be established for each major thoroughfare and an assessment made of the present situation on each of these routes. This should be coordinated with a more detailed evaluation of the total scenic resources of each of the routes proposed by this element for scenic designation.

Development Policies

While a number of the policies of the City could have effects on scenic routes, five of the existing policies are of particular relevance. These are the Hill Area Development Policy, the Exterior Retail Display Policy, the Quarry Policy, the I-P District Policy and the Vista Policy for the Central Area.

Among the objectives stated in the City's Hill Area Development Policy are the following statements: "To encourage the maximum retention of natural topographic features, such as drainage swales, streams, slopes, rock outcroppings." This policy further states that it is an objective of the City: "To prohibit, insofar as is feasible and reasonable, successive padding or terracing of building sites in the hills." This policy could serve scenic route purposes by maintaining, preserving and enhancing the distant vistas of the hills which are visible from so many of the City's scenic routes. It could, as well, provide for a more naturally aesthetic environment in the vicinity of those hill routes designated by the City as scenic routes.

The objectives stated in the City's Exterior Retail Display Policy include the following:

"To provide for exterior retail display, building encroachment and landscaping in certain commercial districts so as to encourage an interesting and improved streetscape, while reducing the chance of objectionable clutter and fire hazard."

This policy also encourages variation in and the massing of landscape materials. From a scenic route prospective, the importance of this policy is that it provides for a set of principles which could avoid some of the problems found along streets in other communities.

The City's policy on quarries states the objective of "minimizing the adverse effect of quarrying on the natural landscape." Since the quarry areas in the City (namely those in the hills and those in the quarry area between the Niles and Centerville Districts) are located in areas of great scenic beauty, a policy which attempts to provide for rehabilitation is in line with the objectives of the Scenic Highway and Route Element. Since quarrying may be an economic necessity, such a policy is necessary to recognize both this reality and the City's other objectives of providing for a pleasant, natural environment.

The quarry areas between the Niles and

Centerville Districts are of particular importance from the scenic route perspective. Paseo Padre Parkway passes along this area and in the future the area is planned for a regional park.

The City's policy for development in I-P Districts has relevance to scenic routes as indicated in the stated objectives of that policy:

"To blend landscaping and structures of the industrial park, particularly along freeways and at gateway locations; to provide for an industrial district distinguished by a spacious, uncluttered and uncongested appearance; to assure pleasing surroundings by means of appropriate setbacks and well kept landscaping along frontage roads and freeways; to screen from public view industrial activities, such as storage and loading, particularly along frontage roads, freeways and gateway locations."

Since it is the industrial areas where a large portion of the City's undeveloped land exists, the opportunity for using industrial park zoning to preserve the scenic vistas is apparent. This opportunity should be taken advantage of.

Finally, the City's policy on pedestrian/vehicular circulation in the central area, especially that portion dealing with vistas, is of relevance to scenic routes. Under the vista section of this policy, the following statements are made:

"To create and preserve vistas to both natural and manmade views in and around the central area; to provide open corridors within the Central Core Area so as to create an open feeling; to enhance the economic viability of the central area by preserving and enhancing views which will attract people and give them a sense of identity and place."

Similar policies could in the future be adopted for other areas of City-wide concern. These might include the historical community centers as well as the specific routes identified by this element.

As work on the City's scenic routes goes forward, additional policies should be spelled out which both consolidate and strengthen existing policies pertaining to scenic routes.

Target Plan Studies

Target Plan studies are detailed investigations of

development potentials in defined geographic areas of the City. Thus far, they have focused on the Mission Hills West and Northern Plain areas. Efforts in these two locations are continuing. In both, the objectives and principles of the scenic highway should be pursued.

For other areas as well, Target Plan studies have a great potential to offer. By providing a detailed evaluation of an area and carrying this forward into proposed development patterns, the exact nature of how a design can work with scenic route concerns can be spelled out. Studies similar to those that have been conducted thus far, therefore, might be carried out for selective areas along the City's scenic routes. Target Plan studies might, in turn, lead to General Plan Amendments, the preparation of Specific Plans or Development Policies.

Specific Plans

State law enables cities to adopt specific plans which shall include "all detailed regulations, conditions, programs and proposed legislation which shall be necessary or convenient for the systematic implementation of each element of the General Plan." The specific plans may deal with topics such as the location of housing, business, industry, open space, agriculture, recreation facilities, educational facilities and so forth. They may deal with the location and extent of existing or proposed streets and roads, their names or numbers, their tentative proposed widths, standards for their construction and maintenance, the location and standards of construction, maintenance and use of all other transportation facilities, whether public or private. Population density and building density may as well be included as specific plan topics. While most communities are familiar with specific plans for street alignments, State law makes it clear that specific plans can go beyond this limited use. Whether the specific plan device would offer useful means for implementing the Objectives and Principles of the Scenic Highway Element should be explored. An evaluation should be made as to where and under what conditions specific plans might be best used, either independently or in conjunction with provisions of the City codes. An area where specific plans might be of particular use would be in the industrial areas adjacent to the Nimitz Freeway. Specific plans in this or in other areas might result from detailed target plan type studies.

Coordination with Other Elements of the General Plan

The Noise Element is an element of the General Plan required by State law. The Noise Element is oriented primarily to the City's circulation system (thoroughfares, freeways, rail lines, public transportation and so forth). The purpose of this Element is to identify areas where noise is a potential problem and to establish procedures whereby severe noise problems can be avoided in future planning and development. Since noise has the potential to detract from an otherwise pleasing environment, it is important that the City to minimize noise in the vicinity of the City's scenic routes. It may also be that techniques which might be proposed in order to mitigate noise problems could also strengthen a roadways scenic resources. Landscaping which would provide buffer to adjacent uses could also serve to frame vistas or to screen less desirable vistas from view from the roadways.

Work is in progress with respect to the trails component of the Circulation Element of the General Plan. City Council has directed staff to re-evaluate the adopted trails scheme. It has been found that some of the adopted trails are infeasible. Staff should as well evaluate trails as one kind of scenic route available to residents of the City.

A third on-going activity which has potential relevance to scenic highways will be the Phase III or detailed design phase of the Northern Plain Target Plan. Phase III will ultimately suggest an area plan revision for the Northern Plain area. That plan would be held in abeyance to go into effect after 1985, when the agricultural use of the Northern Plain lands is no longer deemed to be necessary or desirable. Since at this time the Northern Plain is largely undeveloped, the opportunities for designing the circulation system in that area to maximize scenic benefits is apparent. The significant features of the Alameda Creek Channel, Coyote Hills Regional Park, Ardenwood and the intervening expanse of flat lands presents a significant opportunity to the City.

Finally, work is underway which will lead to the adoption of a Centerville Area Plan. Since a number of the routes identified as scenic pass through the Centerville area, this presents an opportunity to involve the members of the Centerville Area Plan Study Committee in the process of planning for scenic highways as well.

HISTORY SUPPLEMENT

The first routes of Fremont were the trails used by the Indians. The location of most of these trails will probably never be known, but it is generally thought that there was a trail leading into Livermore Valley along the route that Interstate 680 now takes over Mission Pass.

The next roads were the two roads used by the Missionaries. One road went northwest from Mission San Jose and the other south. The road that went northwest followed the route of the Mission-Alvarado Road (shown on the map dated 1864) and eventually divided. From this point, one leg of the road continued northward to the Embarcaderos used by the Mission, which was located at what is now the Alvarado district of Union City. The other leg of the road went in a westerly direction to the other Mission Embarcadero which was later to become Mayhews Landing at the end of Jarvis Road. The road leading south from the Mission connected Mission San Jose with the Pueblo of San Jose following the foothills.

Goods were carried on these roads produced by Mission San Jose. This was one of the richest agricultural producing missions of all. Goods were traded with the neighboring missions and Pueblos as well as with the Russians who would come down from Fort Ross.

As the mission was secularized and more inhabitants came into the area, other roads were established. The greatest influx of people was caused by the gold rush in 1849. Mission Pass (the Stockton Road on the 1864 map) was one of two routes used to reach the gold mines. The 49'ers would land at San Francisco and then travel around the south end of the bay to the Pueblo of San Jose. They would then head north past Mission San Jose to the Livermore Valley via Mission Pass and on to the Sierra mines.

Along with the gold rush came a need for more agricultural goods. The population of the area increased sharply in, what is today, the tri-city area due to an influx of farmers ready to till the soil to meet the demand of the 49'ers. The Embarcadero became even more important as a shipping point for agricultural goods to San Francisco and other areas.

After the formation of Alameda County from Santa Clara and Contra Costa Counties in 1853,

the Court of Sessions ordered that the road leading from the Pueblo of San Jose to Mission San Jose and the road over Mission Pass on through Livermore Valley be declared public highways, the first public highways in Alameda County. Petitions came in from other parts of the county for other public roads. The Court of Sessions created several road districts in the county. Road District No. 1 was the road between Union City and Mission San Jose. Road District No. 2 was the road going south from the Mission towards the Pueblo of San Jose, as far as the county line. Road District No. 3 was the road over Mission Pass. Road Districts 4 and 5 continued Road District No. 3 along what was known as the Stockton Road and Road Districts 6 and 7 leading from Oakland.

By 1857, the road known today as Mission Boulevard had been established. Other roads included routes to the landings (Mowry Road and Railroad Avenue on the 1956 map) and a road between Mission Boulevard and Centerville (Fremont Road on the 1956 map). Another route was developed which left the Mission-Alvarado Road at what later became Irvington and went south to Warm Springs, by-passing the Mission altogether. However, in the rainy season, the road was impassable due to the thick adobe mud along the route. By 1899, most of the major roads that we use today had become established thoroughfares.

PHOTOGRAPHIC SUPPLEMENT

The Route Analysis Maps summarize the scenic resources along the entire length of the different scenic routes. Photographs are useful as supplementary illustrations of specific scenic features.

The photograph supplement is arranged in three sections:

First, a city map which locates all the photographs.

Second, an aerial city-wide photo with an overlay, locating and identifying the scenic highways and routes as well as the district centers and major features.

Third, is a series of photographs, all taken from a scenic route.

This Photographic Supplement illustrates the specific scenic features noted on those maps which should be protected and enhanced in the development of improvements on the Scenic Routes.

photo
key map



aerial
photo
inside
front
cover



aerial
photo
page 82

legend

SCENIC HIGHWAYS & ROUTES

FREEWAYS

- a — Nimitz Freeway - Route 17
- b — Interstate Route 680
- c — Dumbarton Freeway

THOROUGHFARES

- d — Paseo Padre Parkway
- e — Mission Boulevard
- f — Fremont Blvd.-Warm Springs Blvd.
- g — Washington Boulevard
- h — Mowry Avenue
- i — Stevenson Boulevard

HILL ROUTES

- j — Niles Canyon Road
- k — Morrison Canyon Road
- l — Mill Creek Road

DISTRICTS

- A — Warm Springs
- B — Mission San Jose
- C — Niles
- D — Central Business District
- E — Irvinton
- F — Centerville
- G — Northern Plain
- H — Industrial
- I — Bay Lands

MAJOR FEATURES

- 1 — San Francisco Bay
- 2 — Coyote Hills
- 3 — Alameda Creek
- 4 — Quarries
- 5 — Niles Canyon
- 6 — Hill Range
- 7 — Mission Peak
- 8 — City Government Building
- 9 — Central Park
- 10 — South Ridge
- 11 — General Motors Plant
- 12 — San Francisco

12

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1. Niles Canyon and the Hills, as seen from Stevenson Boulevard and Civic Center Drive.



2. Niles Canyon and Alameda Creek, as seen from Mission Boulevard.



3. Morrison Canyon Road.



4. The Hills, Fremont, and the San Francisco Bay, as seen from Morrison Canyon Road on the Vargas Plateau.



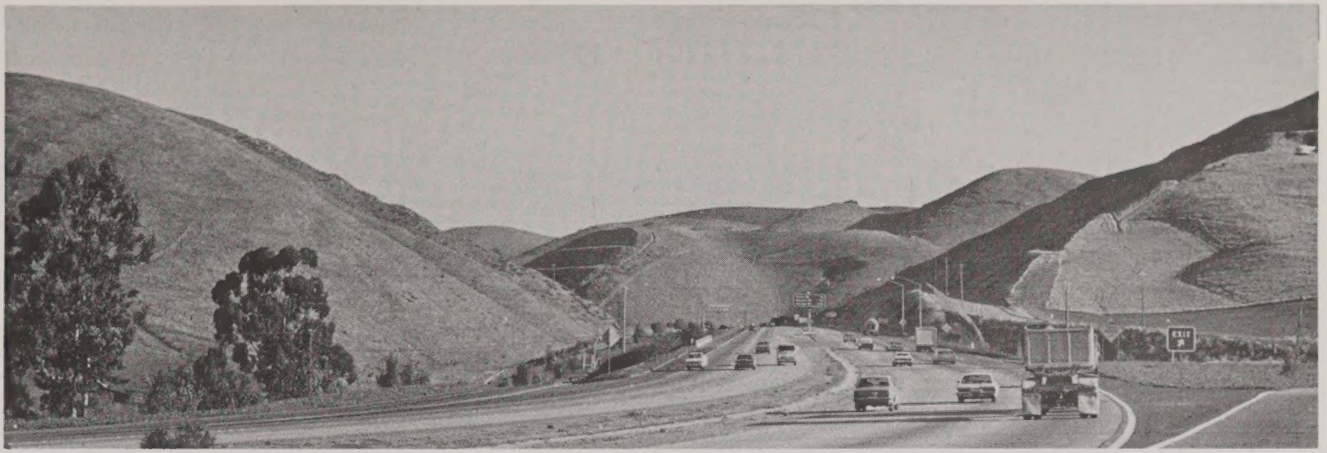
5. City Government Center and Mission Peak, as seen from Paseo Padre Parkway and Walnut Avenue.



6. Mission Peak, as seen from Vargas Road.



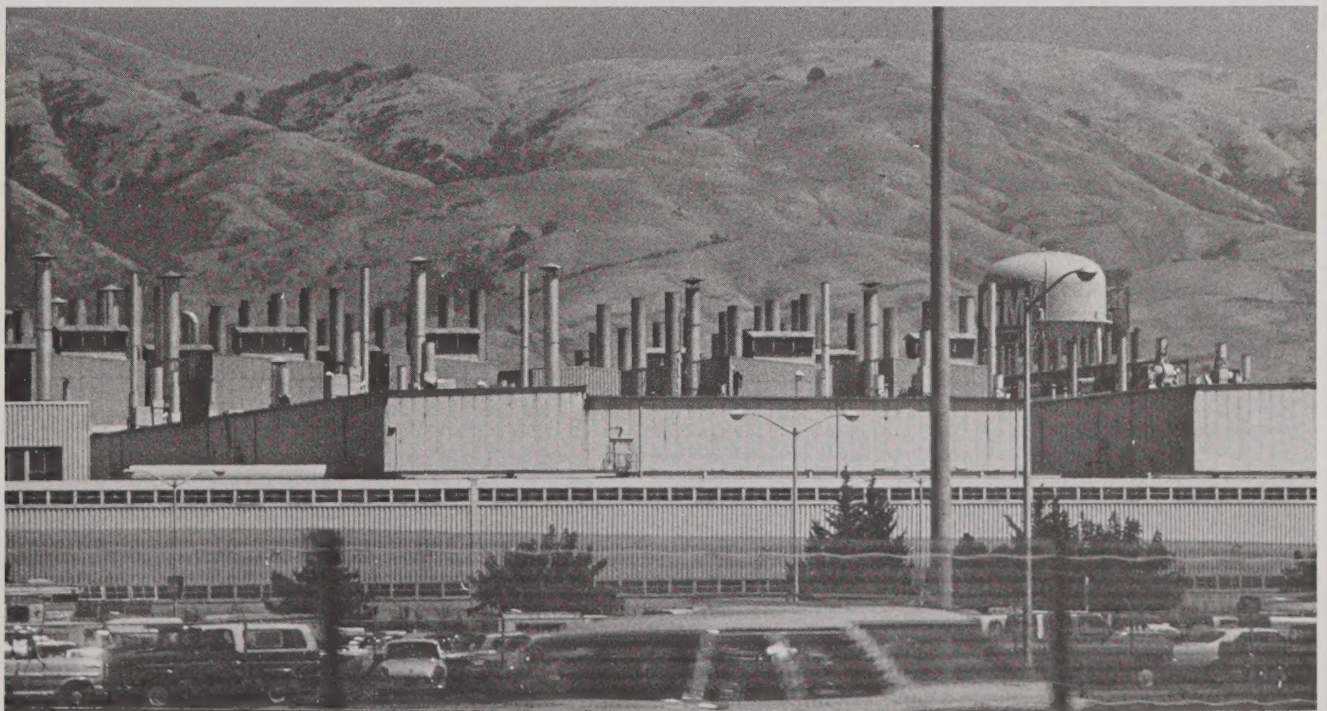
7. The Quarries and Mission Peak, as seen from the future extension of Route 238.



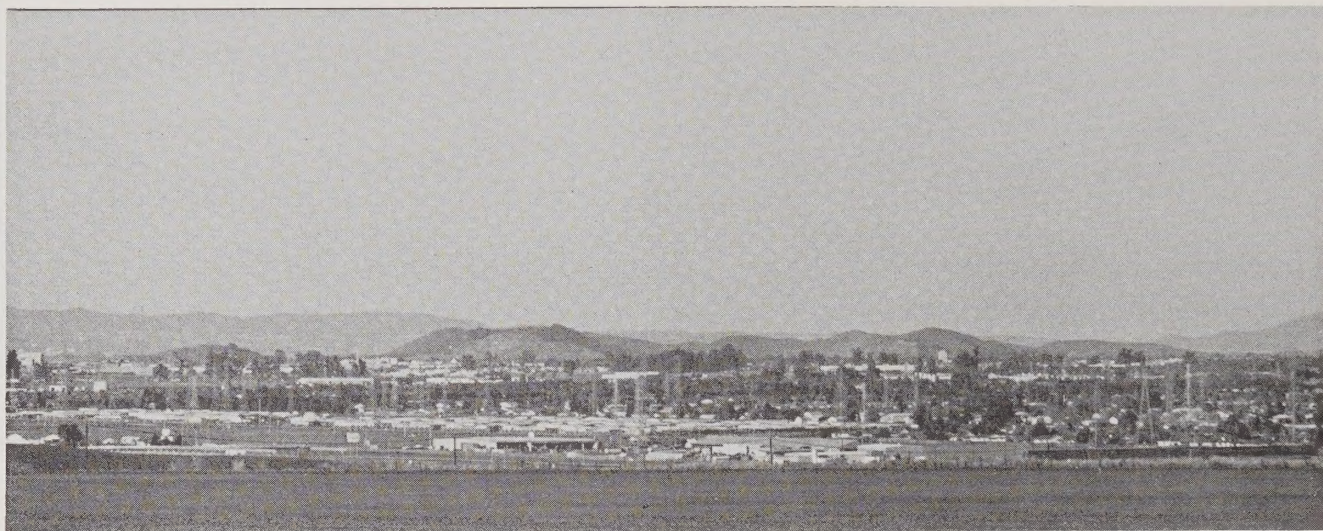
8. Mission Pass and the Hills, as seen from Route 680 traveling East.



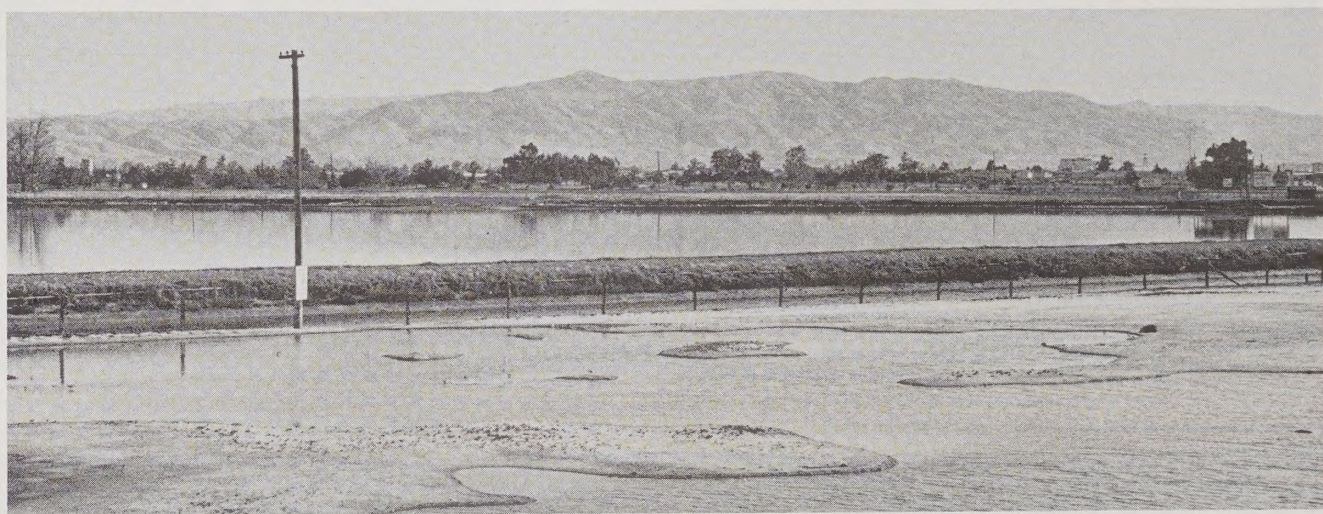
9. Hills and the Industrial area, as seen from the Nimitz Freeway at Durham Road.



10. General Motors Plant, as seen from Nimitz Freeway.



11. Coyote Hills, the City, and the San Francisco Peninsula, as seen from Mission Boulevard.



12. Salt Ponds and Mission Peak, as seen from the toll gate of the Dumbarton Bridge.



13. Salt Ponds and the San Francisco Peninsula, as seen from the Dumbarton Bridge toll gate.



14. Ardenwood's Eucalyptus Grove, as seen from the proposed Dumbarton Freeway at Newark Boulevard.



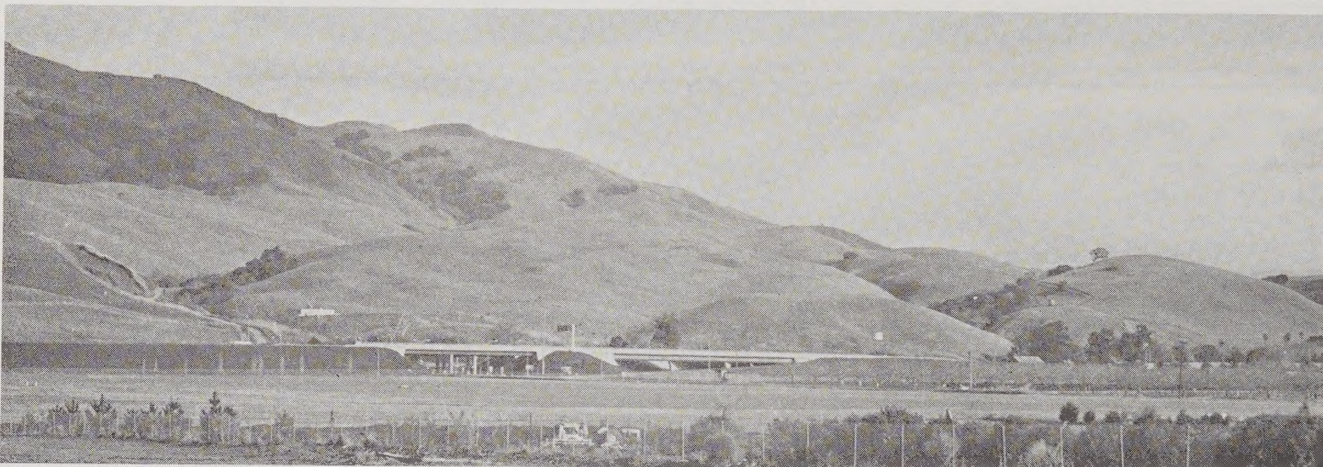
15. Coyote Hills, as seen from the proposed Dumbarton Freeway looking West from Newark Boulevard.



16. Coyote Hills, as seen from the western City boundary on Dumbarton Bridge.



17. South Ridge, in the Mission Hill West Target Plan, as seen from Stevenson Boulevard.



18. Route 680 overpass and the hills, as seen from Warm Springs Boulevard.



19. Mission San Jose, as seen from Mission Boulevard.



20. BART train, as seen from Mowry Avenue.



21. City Government Building and the BART Station, as seen from Mowry Avenue.



22. Central Park and Lake Elizabeth, as seen from Paseo Padre Parkway.

CREDITS

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PHOTOGRAPHS

AERIALS ON PAGE 82 AND ON INSIDE FRONT COVER BY PACIFIC RESOURCES, INC., OAKLAND
ALL OTHER PHOTOGRAPHS BY COMMUNITY DEVELOPMENT DEPARTMENT STAFF

Back cover sketches from top to bottom: Carriage House, as seen from Fremont Boulevard; Ohlone College, as seen from Mission Boulevard; General Motors Plant, as seen from Nimitz Freeway; Mission Peak, as seen from Vargas Road.

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